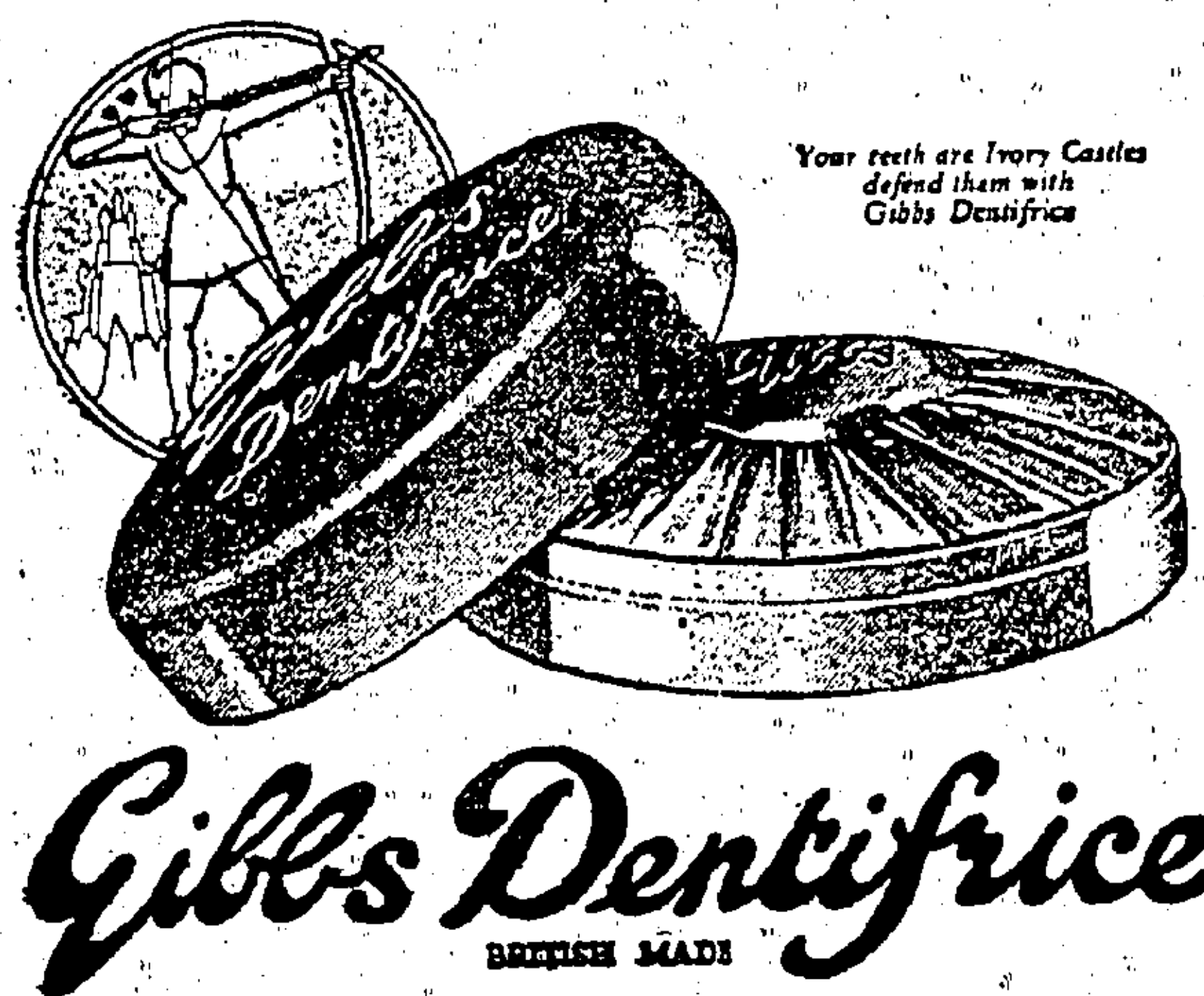


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THE WOMAN'S CORNER.

DON'T ENVY THE TALL WOMAN.

[By A WOMAN F 577. 101N.]

I see that some little woman has been grumbling because of her lack of inches. What wouldn't I give to be just five-feet high!

I wonder if the petite grumbler can realise what an ordeal entering a crowded room becomes, when you know that conversation will suddenly cease and all eyes will be upon you until you have hurriedly dropped into the nearest chair. And that later, as you rise from your low seat, they will watch you unfold with amazement, wondering when you are going to leave off getting up.

The little woman can thank her inches that never has she had to waste a whole day vainly striving to buy a ready-made frock. No, she has "Small ladies' department" all to herself.

But what is her for her big sister! For hours she is pulled and pushed in and out of sheath-like garments till her head resembles a hedgehog and her nose is nearly torn from her face.

But nothing fits. Either all the sleeves are so short and tight that her hands look more than ever like hams, or else, if the top part will do, the skirt leaves a gap between the bottom and the top of her stockings.

And what of shoes and gloves! "Size 3! Oh, no, no, no. We don't keep anything larger than 7's. They may have something in the men's!"

The fluffy little woman gets all the fun. We are always expected to be dignified and serious or else thick-skinned and masculine. Why will men always take it for granted that we are interested in politics or smoking-room stories or

their matrimonial troubles when we'd much rather dance and be frivolous.

But then the difficulty rises about partners. Little men crop up continuously. If for once a man of six feet two or so does appear on the scene, and we begin to fancy there is a chance of being soft and feminine and clinging and dependent without looking ridiculous, sure enough some dainty little piece of Dresden china will appeal to his protective instinct and carry him off before our eyes.

As for games and sports, we are never supposed to get tired. Men think we can do 36 holes without turning a hair. They choose us to partner them at tennis because we have a long reach, and then are disgusted if at the end of the afternoon our erratic service lets them down. They forget that we are really women, and haven't the strength of men, even though we may have their proportions.

When we sit in the stalls people fall over our feet and frown at us because we can't sit back any further in our seats. We have to sit sideways in omnibuses. We can't stand in one without ruining our hats on the roof. No man offers us his seat, we look so big and strong.

The steering wheel of every small car we should like to buy gets jammed between our knees and chest.

Our feet get cold at night because our bed-clothes simply refuse to stay tucked in at the foot.

But the hardest trial of all is that, through no fault of our own, instead of sympathy all we get from our own sex is envy anger, and jealousy because we command attention wherever we go.

Health Talks.

DEAFNESS PRODUCERS.

The presence of adenoids and diseased tonsils during childhood predisposes an individual to deafness, in the medical experience of Dr. John McCoy of New York. Diseased tonsils and adenoids make the child liable to frequent colds, inflammation from which spreads from the nose and throat through the eustachian tube to the middle ear, he says.

The acute infectious diseases of childhood form by far the greatest part of the causes of deficient hearing and deafness at this stage of life, in his observation. Particularly is this true if the child has adenoids and diseased tonsils.

"Deafness produced, under such conditions, may be by scarlet, fever, measles, diphtheria, chicken-pox, mumps, and whooping cough," says Dr. McCoy. "With each and every one, especially the first three diseases, there occurs an inflammation in the nose and throat that tends to spread through the eustachian tube to the middle ear and there form abscesses that may run for a short time, or for years.

"Since these diseases are such important causes of deficient hearing and deafness, how may they be prevented? The answer is by practising the well-known measures which will prevent these diseases.

"For the prevention of diphtheria, every child should have the Schick test, and then toxin-antitoxin if the first test shows that the child may acquire the disease.

"For scarlet fever prevention, every child should have the Dick test and Dick vaccine, if necessary, or Dochez serum.

"For measles prevention, we have as yet no test, but the idea seems to be gaining ground that if a child is exposed to measles and we then administer the serum from a child who is convalescent from measles, we bring on a very mild form of the disease and confer immunity in later life."

THESE CHILDREN OF OURS.

THE SPOILED CHILD.

"A child's behavior," declares a noted psychiatrist, "always is significant. Frequently also it is prophetic."

Certainly this is true of the spoiled child's behavior. A spoiled child is one who is habitually over-indulged, says Dr. George K. Pratt of La Crosse, Wisconsin. "He is exempted from wholesome, needful discipline and from reasonable responsibility. This means he is being allowed to grow up expecting that the world will give him the same liberties and concessions he received from his mother and father.

"Who spoils the spoiled child? His parents, of course. Why? Maybe his mother or father was subjected to unusually harsh treatment when young. If so, they probably determined, naturally but unwisely, that their child would be treated with all the kindness they

lacked. This is all right if it is not over-done.

"Maybe a child is spoiled because his parents are out of harmony with one another and each is trying, by being superlatively 'good' to the child, to win its affections away from the other. A mean and sordid reason, to be sure. But after all, 'parents are people'—and people often are motivated by mean and sordid reasons.

"Possibly the spoiling is caused by nervous parents whose 'nerves' are so delicate they would rather give in to unreasonable demands or arrogant behavior than to insist on wholesome discipline. Such parents purchase temporary peace, but they pay heavily later on when the child's success in life is lessened because of the handicap of a personality marked by fretfulness, domineering or sulkiness. A 'nervous' parent is a sick parent. Better seek help from a doctor skilled in treating emotional disorders."

OLD-WORLD BEAUTY SECRETS.

COLD WEATHER CREAM.

A good winter cream is made by taking three lettuce heads and the young and tender green leaves from three sticks of well-frosted celery and soak them in boiling water for twenty minutes.

Now beat to a pulp and strain to extract the juice. To each three ounces of the juice add two ounces of white wax, two ounces of spermaceti, and six ounces of oil of sweet almonds. Stand the wax and spermaceti in a jar in hot water until melted, then add the oil and the vegetable juices. After stirring well, put aside to cool and set.

This cream is delightful to use, toning up the skin quickly so that the complexion can combat the effects of cold and rain. Moreover, the cream is cheap and economical, and it keeps indefinitely.

WHITE DINNER DRESS.



Dinner gown of either white moire or white tulle crepe which may have white cord shoulder straps after the Chanel manner.

YOUR HOME AND MINE.

DO YOU LIKE HONEY?

Honey is popular because of its delicious flavour and aroma, and tempting appearance; but it has a still more valuable virtue in that it is a very easily assimilated form of sugar, of which it contains about 70 per cent. This is a mixture of half and-half grape-sugar and fruit-sugar and fruit-sugar, and is known as "invert" sugar.

As invert sugar crystallises with difficulty, good honey is translucent and has perfectly clear edges, with no trace of crystallisation.

Honey bought in the comb is more aromatic than that which has been extracted for some time. Granulated extracted honey should have a fine, even grain and be creamy white in colour.

Fruit is another source of invert sugar, of which dried fruits, figs, dates, raisins, and currants contain from 67 to 70 per cent. Fresh fruit contains from 15 per cent. downwards, though nectarines, pineapples, oranges, apples, and some plums contain cane-sugar, or sucrose, as well. Generally speaking, sugar as it occurs naturally in fruit is in the best condition for easy assimilation.

100 Per Cent. Food.

Cooking with acids will change sucrose to invert sugar, so that white or brown sugar added to stewed fruit before cooking is made more digestible.

Molasses, treacle, and golden syrup contain both sucrose and "invert" sugar. Brown sugars contain a little invert sugar and also a trace of water, so that they are less sweet than white sugar, which is 100 per cent. food, one knob of which will provide twenty calories of heat-energy.

Sugar provides the body with heat and energy, the wherewithal to do work; and it also fattens; but it does not build or repair the body. It is very quickly absorbed and utilised, especially when hard physical work is being done, hence the restorative effects of sweet drinks, chocolate, and toffee in relieving muscle fatigue.

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OWEN MOORE
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A Marvellous melodrama of the jungle, one that will take your breath away with its amazing thrills!

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At 2.30 & 7.15—Chinese Picture: "Kick, Kick, Be Quick!"

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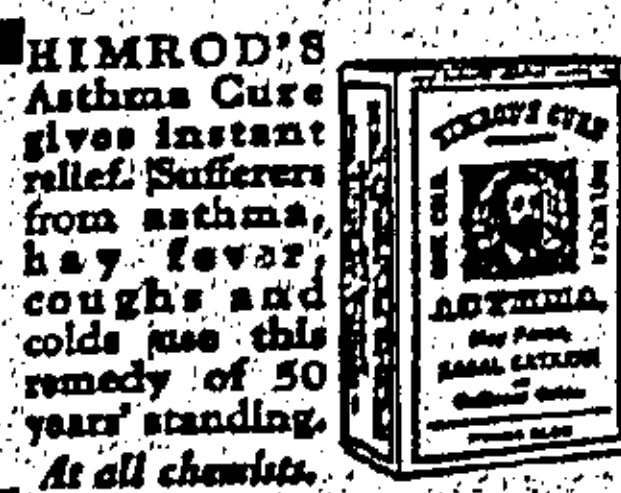
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enjoy better health by taking Sanatogen.

"The debilitated nerves and tissues take up Sanatogen as the parched earth drinks up water," writes Dr. C. L. Wheeler.

Sanatogen will give you that feeling of new invigorated health, which makes you conquer the weakening influence of a hot climate.

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HONG KONG HANSHARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1928.

Revised by Members.

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NEW ADVERTISEMENTS.

NOTICE.

ROYAL HONG KONG YACHT CLUB.

THE NINTH CHAMPIONSHIP RACE for Racing Yachts will take place on SATURDAY, FEBRUARY 16th, and the 4th CHAMPIONSHIP RACE for Cruisers on FEBRUARY 17th.

O. E. L. GRIST,
Hon. Secy., Sailing Committee.
[7368]

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on MONDAY and TUESDAY, the 11th and 12th INSTANT.
Hong Kong, 7th Feb., 1929. [7376]

NOTICE.

NOTICE IS HEREBY GIVEN that the HONG KONG STOCK EXCHANGE will be CLOSED on MONDAY, TUESDAY and WEDNESDAY, the 11th, 12th and 13th INSTANT.

By Order of the Committee,
A. NISSIM,
Secretary.
Hong Kong, 8th Feb., 1929. [7382]

THE BANK OF EAST ASIA, LIMITED.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY MEETING of SHAREHOLDERS will be held at the CHINESE MERCHANTS' CLUB (5th Floor), CHINA BUILDING, Queen's Road Central, at 3.00 P.M., SATURDAY, 15th FEBRUARY, 1929, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st December, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 9th FEBRUARY, to SATURDAY, 16th FEBRUARY, 1929 (Both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
KAN TONG FO,
Chief Manager.
Hong Kong, 24th Jan., 1929. [7383]

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Registered Office of the Company, 6th Floor, PEDDER BUILDING, PEDDER STREET, HONG KONG, on WEDNESDAY, the 20th DAY of FEBRUARY, 1929, at 12.15 P.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended December 31st, 1928, and to elect Two Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 11th DAY of FEBRUARY, 1929, until WEDNESDAY, the 20th DAY of FEBRUARY, 1929, Both Days inclusive.

By Order of the Board of Directors,
D. L. KING,
Secretary.
Hong Kong, February 6th, 1929. [7385]

HONG KONG TELEPHONE CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY YEARLY MEETING of the HONG KONG TELEPHONE COMPANY LIMITED will be held on FRIDAY, the 22nd DAY of FEBRUARY, 1929, at the BOARD ROOM of the Company, Second Floor, Exchange Building, Hong Kong, at 12 O'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors, for the Financial Year ended 31st December, 1928, and re-electing Two Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th FEBRUARY, to the 22nd FEBRUARY, 1929, Both Days inclusive.

Dated this 30th day of January, 1929.

By Order of the Board,
T. A. BARRY,
Acting Secretary.
14, Des Voeux Road Central, Hong Kong. [7388]

TRANSLATION.

COMPETENT TRANSLATOR Wanted, able to write Chinese and English Well and Rapidly. Must be First-class Man, and willing to work Afternoons and Evenings.—Address, stating Age, Experience and Salary required, Box 7324, c/o Hong Kong Daily Press.

FLAT WANTED.

SMALL FLAT, Furnished, Wanted.—PRAK DISTRICT. Minimum Period: Six Months. HOWARD JOHNSTON, arriving by S.S. "Malwa" 1st of MARCH.—Box No. 7332A, c/o Hong Kong Daily Press Office. [7332A]

INTIMATIONS.

THE HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONG KONG & SHANGHAI BANKING CORPORATION, held on SATURDAY, the 2nd DAY of FEBRUARY, 1929, at 12 O'clock Noon, at the CITY HALL, Victoria, in the Colony of Hong Kong, the following Resolution was passed, viz:—

That the Directors of the HONG KONG & SHANGHAI BANKING CORPORATION be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hong Kong for the enactment of the same by the Governor of Hong Kong with the advice and consent of the Legislative Council thereof, in the terms of a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinances (except as in such print is mentioned) and Deed of Settlement of the Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a Further EXTRAORDINARY MEETING of the SHAREHOLDERS of the Corporation will be held on SATURDAY, the 23rd DAY of FEBRUARY, 1929, at 12.45 in the AFTERNOON at the Same Place for the purpose of receiving a Report of the above mentioned Meeting and of considering, and, if thought fit, confirming the above Resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 8th day of February, 1929.

By Order of the Directors,
A. C. HYNES,
Chief Manager.

NOTE.—A Copy of the proposed New Ordinance can be seen during the usual Banking Hours (Sundays, Public and Bank Holidays excepted) in Hong Kong at the Head Office of the Corporation or at the Offices of Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Solicitors to the said Corporation, and in Shanghai at the Office of the Corporation, from the date hereof until the date of the above mentioned Confirmatory Meeting. [7377]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS in this Corporation will be held at CITY HALL, Hong Kong, on SATURDAY, the 23rd FEBRUARY, 1929, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December, 1928.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 11th FEBRUARY to SATURDAY, the 23rd FEBRUARY, 1929 (Both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 4th Feb., 1929. [7345]

HONG KONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of HONG KONG TRAMWAYS, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., Hong Kong, on FRIDAY, the 1st DAY of MARCH, 1929, at 12 O'clock Noon, to transact the Ordinary Business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from FRIDAY, 15th FEBRUARY, to FRIDAY, 1st MARCH, 1929, Both Days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hong Kong, 7th Feb., 1929. [7371]

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TO LET—No. 7, STEWART TERRACE, 70, PEARL FROM MARCH 1st to OCTOBER 31st. Five Rooms Fully Furnished. Modern Sanitation Servants' Quarters, Garden.—Apply F. A. MACKINTOSH. [7189]

TO LET OR FOR SALE—At FANLING (in Old Lox Village). Furnished or Unfurnished, 4 Bed-roomed HOUSE with Garden and Garage. Moderate Price. Apply—KWONG SANG HONG, LTD., 250, DES VOEUX ROAD CENTRAL. [7355]

FOR SALE.

FOR SALE—BUICK TOURING CAR 5 Seater in Good Condition \$1,400 or Best offer.—Apply Box 7294, c/o Hong Kong Daily Press. [7294]

FOR SALE—Special Offer Twelve Bed-roomed "INDIAN" SCOUT 45 NEW YORK POLICE MODEL SOLO MOTORCYCLES, All in Good Mechanical Condition. Prices: \$250.00 to \$350.00. ON VIEW KOWLOON GARAGE, ALEX. ROSS & CO. (CHINA), LTD. [402]

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 7.32 p.m., stated:—

The anti-cyclone is stationary to the south of Korea. Moderate monsoon may be expected along the S.E. coast of China and over the China Sea.

Local Forecast:—N.E. winds, moderate, fair.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 12th, 1929.

"FOR THOSE IN PERIL..."

This finding of the jury engaged in the Hsin Wah inquest was supplemented by several recommendations which are quoted in detail elsewhere. The findings are extremely restrained in tone, and expressions of opinion couched in much more emphatic terms would not have been out of place. Hong Kong ranks among the principal ports of the world in regard to tonnage entering and clearing. Vessels of every flag and from all parts of the globe make Hong Kong a regular port of call. There are seasons of the year when the weather just outside the harbour limits is exceedingly bad; ships approaching and leaving Hong Kong sometimes have to pass through dangerous channels under very difficult conditions—heavy monsoon weather, when wind and rain make navigation so close to land an exceedingly anxious job. Ten thousand British and foreign ocean-going steamers visit the port every year. In addition to these deep-sea ships, almost as many river steamers call at Hong Kong, while the junks engaged in foreign trade bring the total number of vessels entering and clearing during twelve months up to more than fifty thousand. The average number of steamships entering the port daily is about thirty-seven, yet the one vessel capable in bad weather of going to the assistance of a ship in distress is available only in the typhoon season.

The No. 4 police launch is the largest craft in Hong Kong available for immediate service, but she is not sufficiently seaworthy to face the full force of a storm. Last month, when the Henry Kewick went out seeking survivors of the Hsin Wah, she was tossed about like a cork. If a big sea-going tug-boat such as this has difficulty in making headway against the heavy seas always associated with monsoon weather, it is obvious none of the police boats can be of real service in such an emergency. The Admiralty has a large tug-boat which can get up steam in six hours again useful in an emergency. A destroyer would be most valuable in such a crisis—but would take considerably longer than six hours to have steam ready; moreover, there is no arrangement between the Government and the naval authorities regarding the use of warships for answering calls for assistance. It seems, then, that in the event of a ship being in distress a couple of miles outside the harbour limits, with just the ordinary monsoon conditions prevailing, no vessel is available to respond to an urgent call. Yet there is here in Hong Kong a vessel actually purchased and equipped for just such work. The Kausung can weather any storm, but for some extraordinary reason—or perhaps no reason at all—she is never ordered to stand by unless and until the typhoon signal is hoisted. It appears not to be realised in the Harbour Office that ships do sometimes get into difficulties when there is no typhoon within a thousand miles of them. Reasons of economy are very excellent factors to observe in the administration of public affairs, but there is a limit to the observance of economy beyond which it is unwise to go. If it were the rule that the Kausung should get up steam when storm signals other than typhoon warnings are flying, that vessel could have gone out to Waglan and perhaps saved a few survivors from the Hsin Wah.

The inefficiency of life-saving organisation is not the only item entered on the debit side of Hong Kong's account as a result of the inquest. There is also something radically wrong with the link-up of communications between the port and important points just beyond the harbour limits. The lighthouse-keeper at Waglan saw the steamer go on the rocks at 3.40 a.m. He tried to get in touch with Hong Kong—only twelve miles away—but he failed to understand the message. Valuable time was being wasted, so the lighthouse-keeper decided to get into telephonic communication with the Inspector of Lighthouses at Green Island (some fourteen miles away). More delay occurred, and it was twenty minutes before news of the disaster actually got out from Waglan. At 4.17 a message from Green Island was received at the lighthouse, reporting that news of the accident had

been passed on to Hong Kong. At 5.30 (an hour after the ship had foundered) the Harbour Office in the Harbour Office knew only that she was sinking. At 8 a.m. the Commodore at Naval Headquarters learned of the accident. At 9.30 the Harbour Master was informed that the Hsin Wah had foundered (actually, she had gone down five hours before). From the evidence given at the inquest, it appears that by the time the first news of the accident was received by the Harbour Master in Hong Kong the ship had actually foundered, and even if a rescue vessel had been available immediately, it would have been only too late to render assistance.

In a rider to their verdict of "found drowned" the jury in the Hsin Wah case recommended (1) that the Government go into the question of the efficient broadcasting of distress signals; (2) that the Harbour Master or some other officials be authorised to deal promptly with such calls for assistance; and (3) that the police launches be vessels of a type as can undertake rescue work in heavy weather, as they appear to be the only craft in the harbour which are available at all times. These recommendations are being forwarded by the coroner to the proper authorities, and we trust will not be pigeon-holed, although the third point does not call for action at all. The reputation of this port has not been enhanced as a result of the Hsin Wah inquest. Hong Kong has been revealed as sadly deficient, first, in efficient communications, and second in methods of relief. It takes almost an hour for a vital message to pass from a lighthouse twelve miles away to the Harbour Office. And when at last the urgent call does find its way round by devious channels, the Harbour Office has no vessel at its disposal, because it has no order-shipping Kausung on board the rescue-ship. Until these shortcomings are remedied, we had better not think of Hong Kong as one of the leading ports of the world. It is for the Government now to set an example of prompt and effective action in emergency. Swift transmission and broadcasting at any hour of urgent calls for assistance must be provided for, and at least one vessel capable of weathering a storm should be always available to respond to distress calls, whether the harbour limits be within a few miles or not. The water police are a capable body of men, lacking neither in courage or resource, but it is not their job to go outside the harbour limits to do a sailor's work when a vessel like the Kausung is available, and there are experienced seamen in the Harbour Office capable of handling her to the best advantage. In making their third recommendation, the jury appear to have forgotten the existence of the Kausung. "Reasons of economy" will justify the authorities in not taking action in the direction suggested by the jury, but part of the money so saved should be spent on a few gallons of oil to keep the boilers of the Kausung warm during the season of monsoons as well as that of typhoons. With this vessel made full and proper use of, and with an effective link-up with the Harbour Office by wireless or land lines of the lighthouses and signal stations under control of the Harbour Master, Hong Kong will be worthy its place among the great ports of the world—but not till then.

News and Views.

His Excellency the Governor has approved of the promotion of Lieut. Maurice George Noll to the rank of Captain in the Hong Kong Volunteer Defence Corps, with effect from the 30th January, 1929.

The Chinese General Chamber of Commerce has telegraphed to the Central Government stating that, as a result of the enforcement of the new import tariff, China would be the richer by about \$40,000,000 annually, so steps should be taken to abolish the consumption tax.

A Justice of the Peace to serve on the Licensing Board from the 1st February to the 1st December, 1929, during the absence of Mr. Hugh Blackwell Layard Dowling, will take place in the Office of the Registrar of the Supreme Court on Wednesday, the 20th day of February, at 4 p.m.

Private James Boyle of the King's Own Scottish Borderers appeared again before Mr. R. E. Lindsell at the Central Magistracy on Saturday when he was committed for trial at the February Criminal Sessions on the charge of causing grievously bodily harm to Sergeant Kerr on board the transport Somersetshire.

Financial returns for the first ten months of 1928 are published in the current *Gazette* issue. The credit balance at the end of October was \$6,060,590, compared with \$6,493,025 at the end of September. Revenue during October was \$1,963,523, as against \$1,949,961 for the same month in 1927; whilst the income for the ten months was \$19,004,290, compared with \$17,120,750 in the previous year. October's expenditure totalled \$2,396,457, against \$2,033,107 in 1927; whilst the outgoings for the ten months were \$18,928,070, compared with \$15,918,990 in the previous year.

Mr. Warren Swire, head of Messrs. Butterfield & Swire, is making a brief stay in Shanghai.

In view of the renewed activities of pirates along the Kiangsu, Chékang and Fukien coast, the Admiralty have despatched gunboats to patrol.

A Chinese was arrested yesterday in connection with an armed robbery which occurred in Mongkok on February 4th. The man was walking in Shanghai Street, Yaumati, when he was pointed out to the police by a victim as an alleged member of the gang.

Passengers on a Star Ferry on Saturday afternoon, at 2 p.m. saw a Chinese, fully dressed, struggling in the water. Life belts were thrown to the man, who got hold of one, and kept himself afloat until a passenger boat picked him up. He was taken to the Water Police Station, none the worse for his immersion.

According to the Canton vernacular press Admiral Chan Chak considers that the naval protection of Canton is insufficient and has asked the Canton authorities for sanction to build four more torpedo boats to increase the strength of the Canton Navy. Admiral Chan proposes to place orders for the vessels with one of the ship builders of Hong Kong.

On Friday afternoon, at about four o'clock, Mrs. Day, residing at the Hong Kong University, had her handbag snatched at Pokfulam Road, by a footpad. There was money and personal articles to the value of \$37. A Chinese lady, also a victim to a snatcher in Ladder Street. Her bag, containing \$90 in notes being taken. Chase was given, but the thief after extracting the money threw the bag away and while his pursuers stopped to pick it up he slipped into an alley and made good his escape.

Vladimir Berezin, a Russian, appeared before Major C. Willson, at the Central Magistracy on Saturday morning for stowing himself away from Shanghai on board the s.s. Tacoma. Accused told a pitiful story, saying that he had been in the army of General Chang Chung Chang, former tungan of Shantung. He and thousands of his countrymen were unable to find employment in Shanghai, and he stowed away in order to get to a workman's climate. He was sentenced to one month's imprisonment with hard labour.

Dr. W. B. A. Moore, L.R.C.P., L.R.O.S. (Ireland), D.T.M. & H. (London) has been appointed Deputy Director of Medical and Sanitary Services, Hong Kong. Dr. Moore was formerly Principal Medical Officer of Health, and when the post of Director of Medical and Sanitary Services was created, he held it until the appointment of Dr. A. R. Wellington from the Federated Malay States was announced. The Government *Gazette* announces the said appointment of Dr. A. R. Wellington, M.R.C.S. (Eng.), L.R.C.P. (London), D.P.H. and D.T.M. & H. (Canada), as from February 4th, and also his appointment as an Official Member of the Legislative Council, ex officio.

"A Pledge Unhonoured."

Under the above title the *Manchester Guardian* recalls that seven years ago Mr. Churchill, then Secretary for the Colonies, gave an assurance in Parliament that the system known as *mui tai*, which had long been a dishonourable scar upon British rule in the Far East, would within a year be abolished in Hong Kong, but the evil, has spread. "It would appear, therefore, that the Ordinance of 1922 is a dead letter, that the assurance which was given in response to agitation in this country seven years ago has never been honoured, and that we are in the invidious position of having put our signature to the League of Nations Slavery Convention while an unmistakable breach of it occurs unchecked under our rule. It is fifty years since *mui tai* was first pronounced by the Chief Justice of Hong Kong to be repugnant to British law, though nothing was then done to end it. It is an old established system in China by which girl children, usually between the ages of four and fourteen, are sold through agents either for domestic service or openly for purposes of prostitution. The form of contract between parent and purchaser includes such ominous clauses as 'to be disposed of as the payer thinks fit,' and 'no inquiry as to whereabouts or in the event of death is permissible.' Attempts to represent *mui tai* as a harmless form of adoption, and the production of evidence that in some cases the child that is bought is kindly treated, do not conceal the fact that the system is a form of bondage that disposes of helpless human beings like animals and condemns them to domestic slavery if not to physical and moral ruin. Mr. Churchill spoke in 1922 of 'the difficulty of altering established custom at a moment's notice.' But for the continuance of the system seven years later there can be no shadow of excuse, and we trust the Colonial Office will be quick to take the action that the facts now revealed demand."

The Chinese papers state that the French and American Ministers will soon follow the example set by H.M. Minister, Sir Miles Lampson, by appointing representatives in Nanking and Shanghai.

In the results of the October examination in written subjects at Home stations, among the successful candidates appears the name of Captain J. E. Drysdale, M.C., of the Royal Army Service Corps, stationed in Hong Kong. There were in all 293 candidates, who passed—168 lieutenants, 97 captains and eight majors.

At about 2 o'clock yesterday morning a fire, stated to have been caused by sparks from cracker, occurred on a junk anchored in the harbour at North Point near the Ming Yuen Gardens. An appliance from Central and the float extinguished the fire. Parts of the sail of the boat were damaged. A small fire occurred at 8 o'clock in the evening in a matchbox used as an out-house at the Chinese Recreation Club. An engine from the Central Fire Station dealt with the trouble.

It is with deep regret we have to record the death of Capt. Nelson, who was for many years marine superintendent for Messrs. Butterfield and Swire at Shanghai. Capt. Robert Nelson, who obtained his extra master's certificate in London, joined the China Navigation Company, Ltd., as chief officer on October 18th, 1922. He was appointed master of the s.s. *Chelton* on March 22nd, 1928, and on February 1st, 1929 took command of the Company's Australian liner s.s. *Taiyuan*, proving a very popular and capable captain on that run. On June 25th, 1901, he was appointed assistant Marine Superintendent at Shanghai, taking over the duties as Marine Superintendent on May 16th, 1911. He retired from the company's service on December 23rd, 1923, and died at Nice.

"Found Drowned."

Exactly how it came about, in the early hours of January 18th, that the Hsin Wah foundered a few miles outside Hong Kong with the loss of about 400 lives was not revealed at the inquest on the body of one of the victims. The second officer—during whose watch the disaster occurred—and the man who was at the wheel had been drowned. The master, who was below when the ship struck, but went on deck immediately afterwards, has been drowned. The chief officer was saved, but he turned in after being relieved at midnight, and so knows nothing of what happened after he left the bridge. Before going below he showed the second officer on the chart the approximate position of the ship at midnight, and gave instructions that the Captain was to be called when Waglan light was sighted. The master had told the mate the previous evening that the ship was to go south of Waglan, and make Hong Kong by way of Green Island. The lighthouse-keeper at Waglan, who saw the vessel approaching, said she at first appeared to be about three miles south of the ordinary course, which might have taken her clear—but very close—to the north end of the island. Her course was suddenly altered, and a few minutes later it was seen that she had struck the rocks on the most northerly point of Waglan.

Cutting Corners.

Only the second mate and the helmsman could possibly know what happened after the chief officer left the bridge at midnight. Since both these men went down with the ship, theories in plenty may be advanced to account for the disaster, but the facts never can be known. The second officer may have fallen asleep, or been taken ill, or he may have been too venturesome. The lighthouse-keeper has said he had never before seen a vessel pass so close to the island at night, and declared he was not surprised when the disaster occurred. On the contrary, his wonderment was that such accidents are not more frequent—"the way some of them pass the point." These remarks are significant, and those whom it most concerns should take very careful notice of it. Severe things are sometimes said about methods of navigation in Chinese waters. For example, it has been asserted on very good authority that 80 per cent. of the ships plying on a certain river in China detail no man for look-out duty at night. If this is true, it is not only very bad seamanship to run such risks, but those guilty of such neglect are trifling with the law, which requires a "proper look-out" to be kept. No less reprehensible is the practice on some ships of sending the look-out man on an errand or giving him an extra job to do. No matter how brief the time taken in calling the watch, or trimming a lamp, if the look-out-man is ordered to leave his post and do such work, it is obvious that "a proper look-out" is not being kept while he is away from his station. What happened between midnight and three o'clock on the Hsin Wah the recent inquest has not revealed. How the vessel came to be north of Waglan when her captain intended the ship to pass south of the island is a mystery unsolved, and likely so to remain.

HALT IN JAPANESE NEGOTIATIONS.

NOT A SERIOUS BREAK.

OPTIMISM IN TOKYO.

[THROUGH REUTER'S AGENCY.]

TOKYO, Feb. 10th.
Pending receipt of an official report, Japanese official circles are inclined to believe that Press despatches alleging a breakdown in the negotiations between Dr. C. T. Wang are more pessimistic than is warranted.

Japanese official circles profess to be confident that the Sino-Japanese negotiations have not completely broken down and think that there is only a temporary hitch which can be remedied after a few more conferences.

Although he is reticent in regard to reports from Mr. Yoshizawa which have been received to date here, Mr. Mori, in a Press interview, asserted that he does not regard the breakdown in Friday night's negotiations as a complete rupture. Mr. Mori added that Mr. Yoshizawa will remain in Shanghai and attempt to resume the conversations with Dr. Wang.

From fragmentary information gleaned from reliable sources, it seems that the hitch was due to two main points, namely:—

1.—Japan's proposal to put on record the verbal agreements regarding the expression of apologies and payment of compensation.

2.—Imperfect understanding regarding mutual concessions and mutual elimination of compensation.

The Japanese authorities appear to be hopeful as to the outcome of an interview which is expected early next week between Dr. Wang and Mr. Yoshizawa.

CHINESE REPORT.

(Man Sing Pao.)

SHANGHAI, Feb. 11th.
The Sino-Japanese negotiations are considered to have broken down, according to an official communiqué received this evening. The Tsinan incident is the crux of the matter and the Nationalist Government insists on its contention that Japan is responsible for the occurrence of the affair.

Yesterday Mr. Chow Luog Kwong, of the Nanking Foreign Office, consulted with Mr. Yoshizawa by telephone on the possibility of renewing negotiations. Mr. Yoshizawa replied that he hoped that a way could be found to do so in the near future. He also suggested that all discussion should be suspended for two or three days in order to enable both sides to reconsider their case.

Tokyo's Policy.

A message from Tokyo states that the Japanese Cabinet has arrived at a decision for the settlement of the Tsinan affair. Japan must insist on a definite guarantee from the Nanking Government for the full protection of Japanese residents and interests in Shantung in the future.

JAPAN'S GOVERNMENT SAFE.

VOTE OF NON-CONFIDENCE DEFEATED.

[THROUGH REUTER'S AGENCY.]

TOKYO, Feb. 11th.
The Opposition's motion of non-confidence in the Government was defeated by 243 votes to 183 when for the first time in the history of Japan a plenary session of the Diet was held on a Sunday. Originally it was intended to leave the continuation of the discussion till tomorrow, but the Opposition's motion was considered so serious that the Diet decided by 216 votes to 193 to set a precedent by holding a special session today.

Unless there are unforeseen developments, the Government is now expected to weather the remainder of the session without difficulty.

INDISPOSITION OF FENG YU HSIAO.

[THROUGH REUTER'S AGENCY.]

NANKING, Feb. 10th.
Owing to ill-health, Marshal Feng Yu Hsiang, the Nanking Minister for War, may retire from office and go abroad for a while.

The Kuomintang C.E.C. is urging him to remain in office.

BRUTAL MURDERS IN BOMBAY.

PARSEE FLOGGED TO DEATH.

CRITICAL SITUATION.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Feb. 11th.
The situation was easier this morning, and shops are re-opening in some parts of the city.

The official death toll since the beginning of the riots is 123 killed and 739 in hospital.

Although the situation was quieter on Sunday, the authorities consider that the tension is not diminished. Assaults which often have fatal results are reported from all the disturbed areas, and the most vicious spirit prevails. Over sixty wounded men have been taken to the principal hospitals.

A Hindu boy has been fatally stabbed and a Parsee beaten to death this afternoon, both within a short distance of a military picket. The authorities have great difficulty in enforcing order and prohibiting gatherings of over five persons, and auxiliary forces have been called out to assist the military. Hindu residents on the borders of Moslem areas have been evacuated under military escort.

Volunteers Killed.
A Moslem mob has attacked the Hindu passengers in a tram-car. One was being killed and six injured. A number of volunteers who were endeavouring to restore peace in the Finsbury district were attacked by a Hindu mob which mistook them for enemies, and several have died of their injuries in hospital.

Funeral Attacked.
The city was generally quiet on Sunday, and patrols are keeping the crowds moving, but confidence is not yet restored. Stray assaults still continue and the worst disturbance this morning was in Kalbadevi Street, where a band of Hindus attacked a Moslem funeral and one Moslem was killed and five injured.

Official Casualties.
The official casualties in Bombay between noon on Saturday and noon on Sunday were 39 killed, including fifteen died in hospital, and 69 injured.

Sunday's casualties were 7 killed and 58 injured. All was quiet at midnight thanks to the curfew.

Morale Affected.
The strain of the week's anxiety has affected the public morale, and suspicion pervades the city, causing any small group assembling in the streets to be regarded with acute nervousness until it is seen to be harmless.

The military were compelled to fire at Kalbadevi where a Moslem shop was broken into, two Moslems being killed, also at Pydhonie, where the rioting was very serious. A Moslem mob fired at a Hindu's shop, but the military quelled the trouble, killing four persons and wounding eleven others.

Taxis are being held up and the drivers assaulted.

Fire was reopened in the Kamatipura district early on Saturday afternoon. Up to the time of curfew, fighting arrests have been made in Kamatipura and vicinity, these being mostly Moslem rowdies.

PESHAWAR BOMBING DISASTER.

PARTLY MISFORTUNE.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, Feb. 11th.
The Secretary for the Army has issued a statement that the Legislative Assembly regards the Peshawar bombing disaster as partly a combination of misfortunes and also a failure of judgment on the part of certain officers who will be court-martialled. It is announced that pensions are being granted to the injured and the families of those killed.

S.S. LEVIATHAN TO BE SOLD.

A PRIVATE PURCHASER.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 11th.
Unless the Senate, which is at present investigating the offer, intervenes, the Leviathan, the world's second largest liner, will pass into private ownership. The Shipping Board has accepted the bid of Paul A. Chapman Incorporated of \$18,000,000 for the purchase of thirteen vessels, including the Leviathan, belonging to the United States and American merchant lines. The Senate recently passed a resolution requesting the Shipping Board to delay the sale while an enquiry was made into the bids. The result of the enquiry will be awaited before the deal is finally settled.

ROME'S TREATY WITH VATICAN.

LOAN OF CONCILIATION.

FINAL MODIFICATIONS.

[THROUGH REUTER'S AGENCY.]

ROME, Feb. 10th.

The Pope has been closeted in the secret section of the Vatican printing house and has finally corrected the proofs of the Italo-Vatican treaty and Concordat, which is destined to solve the historic "Roman Question." The treaty will be ceremoniously signed by Cardinal Gasparri and Signor Mussolini on February 11th instead of February 10th as previously arranged.

Neither of the documents will be published until approved by Parliament, but a brief summary will be issued after signing.

It is understood that Signor Mussolini intends immediately to appeal to the country to subscribe to a "loan of conciliation" to pay 2,000,000,000 lire as indemnity to the Holy See.

Indemnity Reduced.

The few minor last moment modifications to the Italo-Vatican treaty include a reduction of the indemnity to 750,000,000 lire cash, plus 1,000,000,000 lire Government bonds, both payments to be made immediately.

Treaty Signed.

ROME, Feb. 11th.

The Vatican's treaty with Italy was signed at noon today between Cardinal Gasparri and Signor Mussolini.

ARMISTICE DAY POPPIES.

TOTAL OF STREET SALES.

LAST YEAR'S COLLECTIONS SURPASSED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 11th.

It is stated that the total sum raised by the 1928 Armistice Day street sales of artificial poppies made by disabled ex-service men at present amounts to £530,000. When the overseas collections are added, the total will probably exceed £560,000. The amount for the 1927 Armistice Day sales was £517,000.

LOCAL GOVERNMENT BILL.

EFFECT ON HOSPITALS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 11th.

It is claimed by the Central Bureau of Hospital Information that the financial effect of derating under the Local Government Bill now before Parliament would be to relieve the provincial voluntary hospitals of an annual payment of approximately £38,000.

TURKISH REVOLUTIONARIES QUELLED.

FIVE TO BE HANGED.

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE, Feb. 10th.

The trial of thirty-six men charged with forming a secret organisation for the object of killing members of the Government and overthrowing the present régime was ended when five were sentenced to be hanged and sixteen to various terms of imprisonment. Others were acquitted.

R.A.F. FLIGHT TO CAPE TOWN.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 11th.

A Royal Air Force fleet of Fairey Napier bombing planes is due to leave Cairo tomorrow on the annual 9,000 miles flight to Capetown and back. The aircraft are due at Capetown on March 14th. They will be accompanied for part of the return flight to Cairo by machines of the South African Air Force.

HIS MAJESTY AT BOGNOR.

BENEFICIAL EFFECT NOTED.

MORE RESTFUL SLEEP.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 10th.

A bulletin issued from Craigwell House at 4 p.m. states that the King had a good night and his improvement continues.

His Majesty was given as much rest as possible yesterday to enable him to recover from the effects of his journey. Only the Queen and an official of the Household, in addition to two doctors, saw him during the day. The Queen sat with His Majesty for a considerable time.

The "Sun Room."

The day was for the most part overcast, and there was a considerable amount of rain, but at frequent intervals the sun succeeded in breaking through the clouds, and every ray was trapped by the special sun room in which the King is lying. Already it is possible to state that His Majesty is feeling the tonic effect of the invigorating seaside air, for change of scenery and environment are having their effect. The King has slept better than at any time since his illness began.

The Journey.

His Majesty the King left at 10.34 a.m. on Saturday for Bognor, in a motor ambulance.

His Majesty, as he emerged from Buckingham Palace, waved his hand to the huge crowd in response to a storm of cheering.

The crowd at Buckingham Palace to see the King's departure included both rich and poor, some arriving in luxurious motor cars while others were in rags.

There were middle-aged women, who had made long journeys and great sacrifices to reach the Palace—for instance, there was the wife of a Durham mining official, who told a Pressman that the love of the miners for His Majesty was intensified by the noble actions of H.R.H. the Prince of Wales in touring the coal fields.

The people bared their heads when the King passed. There was a murmur of surprise when it was seen that the blinds of the ambulance were raised. A pale and weary figure, propped up in the narrow bed, smiled feebly and waved his hand in response to the cheers. Four cars followed the ambulance conveying, respectively, Lord Dawson of Penn, Sir Stanley Hewitt, equerries and nurses, and ambulance men. A spare ambulance brought up the rear.

Queen's Departure.

Her Majesty the Queen left the Palace five minutes later, taking another route so as to arrive at Bognor earlier to greet the King. The cheers of the crowd were renewed at sight of the Queen.

Their Royal Highnesses the Duke of York, the Duke of Gloucester and Prince George bade farewell to their father. H.R.H. the Prince of Wales is spending the week at the Melton Mowbray Hunt.

When the ambulance left, the Royal Standard was lowered from the roof of the Palace.

In spite of a slight fog and frost in London the weather is regarded as ideal for the journey, as sunshine on the Surrey Hills and the Sussex downs is soon reached.

Shortly after the Palace was left the blinds of the ambulance were drawn.

Safe Arrival.

Special constables and motor-scouts were posted along the route to help the Police in regulating the traffic—not merely to secure the King's comfort but to minimise the inconvenience of motorists. A private police car, fitted with an aerial, preceded the ambulance on its journey and the motor-cyclist Police were half-an-hour ahead. The King arrived at Bognor at 3.24 p.m.

PRINCE OF WALES' SACRIFICE.

GIVING UP HUNTING.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 11th.

The Daily Express states that the Prince of Wales has decided to give up hunting and point to point racing and to dispose of his fifteen hunters. This decision is due to the rapidly increasing duties devolving upon him in consequence of the King's illness.

EUROPE BESET BY ICE.

TRAINS LOST IN SNOW DRIFTS.

CANNIBALISM IN FINLAND.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 11th.

The whole of Europe is in the grip of ice. Telegrams from the various capitals describe the cold as the severest in living memory. The ice wave in Germany is the severest since 1719, and the temperature is 49deg. below zero in Silesia.

A denotation this morning shook the city of Breslau, and it was ascertained later that the frost had severely cracked the bridge over the Oder. The average temperature in Berlin is 13deg. below zero.

Shipping on the Rhine has been suspended already for a fortnight owing to drift ice.

Ferries Frozen In.

From Budapest is reported the most intense cold that Hungary has experienced since 1860, the temperature in some places being 22deg. below zero. Ice-breakers are finding it very difficult to cut channels for ships and railway ferries at Copenhagen, and many islands are isolated and are receiving supplies by aeroplane. A ferry with a passenger train from Germany is among the ships stuck in the ice between Warnemünde and Geddes.

From Helsinki come a terrible story. Four men who are believed to have been liquor smugglers were shipwrecked on the ice in the Gulf of Finland, two of whom were rescued after several days. One was discovered dead with parts of his body cut off and one survivor confessed to cannibalism. The fourth man has disappeared.

Trains Snowed Up.

Passengers in three trains have been snowed up for a week in East Thrace and are still detained at Tcherkeskeuy. A fourth train that has been snowed up is the Simpon express, and all its passengers, including Sir Gilbert Clayton who is on his way to Iraq, were brought to Constantinople by motor-car and then proceeded by steamer from Rodosto.

TUNNEL THROUGH BEN NEVIS.

ALUMINIUM WORKS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 11th.

The fifteen miles long tunnel, which has been driven through the Ben Nevis range near Fort William is nearing completion, and on Saturday the last shot was fired by the wife of the consulting engineer of the contractors.

The main purpose of this long underground waterway, of which about one half has still to be lined with concrete, is the manufacture of aluminium, and when the factory is in operation, employment will, it is anticipated, be afforded to several thousand workmen. The undertaking is a gigantic one, and will involve the cost of several million pounds. In addition to the tunnel, there are twelve shafts, intake dams, conduits, pipe lines, and a power house factory, as well as 22 miles of access railways. The works are designed for the total development of 150,000 horse power, and the tunnel is believed to be the largest of its kind in the world.

NURMI BEATEN IN AMERICA.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Feb. 10th.

The hitherto invincible Finnish runner Nurmi has been decisively beaten in a mile run at Madison Square Gardens yesterday evening by Ray Conger, of the Illinois Athletic Club, who finished twelve yards ahead of Nurmi. His time was 4 minutes 17.2/5 seconds, compared with Nurmi's record of 4 minutes 12 seconds set up four years ago.

The Canadian Olympic runner Percy Williams beat the American cracks in 60 and 50 yards sprints in times of 6.2/5 and 6.3/5 seconds respectively. Canada has also beaten the United States in a relay race, while the Swede Edwin Wide won the two mile race in 21.8/5 minutes.

FUNERAL OF LEON TORAL.

MURDERER OF OBREGON.

MOUNTED POLICE CHARGE CEMETERY.

[THROUGH REUTER'S AGENCY.]

MEXICO CITY, Feb. 11th.

One man has been killed, thirty injured and twenty arrested at the funeral of Leon Toral. Thousands thronged the route and threw flowers on the coffin, crying "Viva Toral." Firemen were obliged to play hoses on the crowds, some of whom retaliated by throwing stones. Mounted Police charged the cemetery as the body was being lowered into the grave.

PERILS OF A MEXICAN PRESIDENT.

TRAIN BLOWN UP BY BOMB.

[THROUGH REUTER'S AGENCY.]

MEXICO CITY, Feb. 11th.

A bomb exploded under a train which was carrying President Portes Gil, the President of Mexico, between Comanfort and Rinconillo. The locomotive and two coaches were overturned and a fireman was killed, but the President was unhurt.

FRENCH DAVIS CUP PLAYER.

AMATEUR STATUS.

[THROUGH REUTER'S AGENCY.]

PARIS, Feb. 8th.

The French Lawn Tennis Association has reinstated as an amateur, the former Davis Cup player, M. Paul Feret, at the latter's request. M. Feret turned professional round about the same time as Middle Legglen.

Telegrams in Brief.

The Sinn Féin politician, Mr. De Valera, whose arrest on crossing the Ulster border created a mild sensation a few days ago, has been sentenced to a month's imprisonment in the second division at the Belfast Police Court. De Valera was arrested on his way to the opening ceremony of a Gaelic Bazaar in Belfast, and his arrest was effected on an old order prohibiting his entry into Ulster.

A dispute in the timber industry owing to the rejection by the workers of the Arbitration Court's award, declaring for a working week of 46 hours instead of 44, is threatening to develop more seriously. The delegates of thirty-two Federal Unions have authorised the Australian Council of Trade Unions to take sole charge of the operation of extending the trouble to the entire building trades and other unions if they deem it necessary. Federal intervention is regarded as inevitable.

While Paris is bristling with financial experts of six countries, accompanied by their staffs, who are gathering in a final effort to settle the reparations problem, in accordance with the agreement reached at Geneva in September last year, a statement by the Agent-General for Reparations, Mr. Parker Gilbert, has just been issued in Berlin. The statement discloses that the funds already available for distribution in the fifth annuity year, when the German payments under the Dawes plan reach their maximum of 2,500,000,000 gold marks, total nearly 1,100,000,000 gold marks.

It is learned with satisfaction that Flight Lieutenant Chapman and Flying Officer Davis, the R.A.F. pilots who made a forced descent in a big troop-carrying aeroplane, while on their way to Kabul, are quite safe. They are at present staying with a tribal chief near Jalalabad after spending five days with Ali Ahmad Khan, the new pretender to the Afghan throne. They are being well treated.

Mrs. Viola Fokker, wife of the Dutch aeroplane inventor, fell from a window on the fifteenth floor of her apartment at River Side Drive, New York, and was killed.



MERRY and happy—full of energy and romping fun—their glorious health is derived from nourishment and from that source alone.

The energy and vitality that children are so prodigal in spending has to be made good from the energy-creating elements to be obtained only from nourishment. They are growing—physically and mentally—and nourishment is essential for healthy growth.

Give your children delicious "Ovaltine" as their daily beverage. For "Ovaltine" is all nourishment—health and energy-giving nourishment. This delicious combination of Nature's best foods presents in correct nutritive proportions not only all the vitamins but every other element their little bodies need to build strong bones, straight limbs and sound muscles.

From malt, milk and eggs the nutritive elements are extracted, concentrated and rendered easy of digestion. One cup of "Ovaltine" contains more nourishment than three eggs.

Children love the delicious flavour of "Ovaltine." Make it their daily beverage. Note their increased energy and vitality and see on their cheeks the glow which comes only from the enjoyment of perfect health.

OVALTINE
TONIC FOOD-BEVERAGE

HOME FOOTBALL RESULTS.

SURPRISES IN THE ENGLISH LEAGUE.

LESSER LIGHTS WIN MANY MATCHES.

FULHAM DETHRONED.

Saturday's matches in the English League provided many surprises several of the stronger teams being eclipsed by the lesser lights. Among the leaders Sheffield Wednesday alone in Division I. succeeded in avoiding defeat, but with the loss of one point. Nine visiting teams in the Southern Section of Division III. were beaten, while the other two shared the points.

Leeds United collapsed before West Ham and secured only two goals in a total of ten. Nottingham Forest, at home, surprised Chelsea, leaders in Division II. Southampton, the great side for their futures drawing, were beaten by the lowly placed Oldham. Middlesbrough scored eight goals to three against the Wolves.

Northampton replaced Fulham in the leadership of the Southern Section. One of the surprises was the defeat of the Queen's Park Rangers at home by Bristol Rovers, and another Gillingham's collapse when they received Newport. Stockport, leaders in the Northern Section, also lost unexpectedly to Accrington. Home teams in this Section won nine matches some of which were expected to result in favour of the visitors.

The Scottish Rangers registered another victory. They have now completed two-thirds of their League programme and lost only two points in drawn games.

Results of Saturday's matches and revised League tables are appended:—

[TELEGRAPH REUTER'S AGENCY.]

ENGLISH LEAGUE.

Division I.

Birmingham	1	Sunderland	0
Bolton	0	Wednesday	1
Burnley	0	Leicester	1
Cardiff	0	Aston Villa	2
Huddersfield	0	Arsenal	1
Liverpool	1	Everton	2
Manchester C.	1	Blackburn	2
Newcastle	3	Manchester U.	0
Portsmouth	1	Derby	0
Sheffield U.	6	Bury	0
West Ham	8	Leeds U.	2

Home wins 4, away wins 6, drawn 1. Goals scored: Home 25, away 18.

Division II.

Bristol C.	3	Barnsley	1
Clapton	1	Swansea	0
Hull	0	Grimsby	3
Middlesbrough	8	Wolves	3
Nottingham	3	Chelsea	0
Oldham	3	Southampton	1
Preston	0	Notts C.	1
Reading	0	Millwall	1
Stoke	2	Bradford	0
Tottenham	4	Port Vale	0
West Brom.	2	Blackpool	2

Home wins 6, away wins 4, drawn 1. Goals scored: Home 28, away 17.

Division III (Southern).

Charlton	3	Southend	2
Coventry	1	Bournemouth	2
Fulham	3	Watford	0
Gillingham	0	Newport	4
Luton	0	Brentford	1
Northampton	4	Merthyr	1
Norwich	6	Exeter	0
Plymouth	2	Walsall	2
Queen's P.R.	0	Bristol R.	3
Swindon	0	Brighton	2
Torquay	1	Crystal P.	2

Home wins 4, away wins 5, drawn 2. Goals scored: Home 22, away 22.

Division III (Northern).

Accrington	2	Stockport	0
Barrow	3	Ashington	0
Bradford C.	2	Halifax	0
Carlisle	1	Crawley	0
Chesterfield	1	Shildon	2
Hartlepool	4	Tranmere	1
Lincoln	1	Doncaster	1
New Brighton	1	Darlington	0
Rochdale	1	Southport	1
Rotherham	4	Wigan	2
Wrexham	3	Nelson	1

Home wins 9, away wins 0, drawn 2. Goals scored: Home 30, away 10.

SCOTTISH LEAGUE.

Division I.

Ayr	1	Hamilton	1
Clyde	2	Aberdeen	2
Dundee	1	Falkirk	1
Hearts	3	Airdrie	0
Motherwell	3	Hibernians	1
Queen's Park	6	Coventry	1
Raith	1	Rangers	1
St. Johnstone	1	Partick	3
St. Mirren	0	Celtic	1
Third Lanark	4	Kilmarnock	3

Home wins 4, away wins 5, drawn 1. Goals scored: Home 30, away 16.

LEAGUE TABLES.

The English League Tables and Scottish League Table (Division I.), up to and including matches completed on Saturday are appended:—

ENGLISH LEAGUE.

Division I.

Wednesday	23	15	5	5	37	39	33
Blackburn	23	15	5	5	33	38	24
Sunderland	23	14	5	9	37	45	23
Aston Villa	23	15	3	9	34	53	23
Derby	23	14	4	10	48	43	32
Leicester	23	12	7	8	43	49	27
Leeds	23	13	5	9	50	51	30
Huddersfield	23	12	6	10	57	39	29
Everton	23	13	3	12	45	44	27
Liverpool	23	10	7	10	60	45	29
Bolton	23	11	6	11	61	64	27
Manch City	23	9	10	45	48	27	
Arsenal	23	12	3	14	49	57	27
Newcastle	23	12	3	14	49	57	27
Sheffield U.	23	10	6	12	61	61	28

THE "SOCCER" INTERPORT.

HONG KONG'S FINE VICTORY.

A PAIR OF FINE GOALKEEPERS.

Before a big attendance, which included H.E. The General Officer Commanding, Hong Kong gained a well merited victory over Shanghai. It was a game of thrills which the spectators thoroughly enjoyed. The local team were always just masters of the situation, and only a grand display by David, the visiting goalkeeper, saved the visitors from a heavier defeat.

Punctually at 3.30 p.m. Mr. F. Smith lined the teams out as follows:—

Hong Kong:—Clarke; Wynne, Bishop; Everest, McKelvie, Lam Yuk Ying; Barkham, Fung King Chung, A. Gosano, Suen Kam Shun and Caldwell.

Shanghai:—David; Wilson, Palmer; Pote-Hunt, Gash, Costa; Favacho, Sinclair, Wright, Turner, Stokes.

Hong Kong won the toss and soon showed their mettle by a concerted attack which failed when Lam Yuk Ying went wide from long range. Barkham was next prominent with a delightful run and passed to Fung King Chung, the latter's shot being badly judged.

Play was of a very scientific nature and the spectators were afforded a struggle in which both teams gave of their best. The Hong Kong forwards were combining brilliantly but their attacks were repeatedly broken up by the Shanghai half-back line, amongst whom Gash was the outstanding figure.

The opening goal, which was scored after ten minutes play, caused rare enthusiasm, Suen Kam Shun giving David no chance after brilliant work by Caldwell.

Stung by this early reverse, Shanghai proceeded to force the pace and Gash shot over the bar when nicely placed. At the other end David brought off an extraordinary fine save from Barkham, his clearance being most generously applauded. A moment later Clarke gave a test of his quality by dealing with a header from Wright. The home goalie was kept busy for some time, Wright and Turner both sending in shots which required close attention.

Hong Kong were quickly back on the attack and David brought off a superb one-handed save from Gosano. The visiting goalie, however, his segment and agility being beyond praise. Hong Kong continued to attack and Barkham forced a corner which proved fruitless. Further attacks were frustrated by Wilson and Palmer, their covering work being extremely effective. Shanghai became aggressive at this stage, and after forcing a corner, Pote-Hunt sent wide from a good scoring position. The home team were soon back on the attack and Barkham missed by inches after a delightful movement in which he and Gosano were associated. Exchanges ruled fast and even up to the interval, Hong Kong deserting their narrow lead.

Half-time: Hong Kong..... 1 Shanghai..... 0

Hong Kong resumed with great éclat, Caldwell forcing a fruitless corner within the first three minutes.

For a time both defences proved superior to the attack. Then Hong Kong further increased their lead through Fung King Chung who found the net with a beautiful drive.

In spite of this further reverse Shanghai set up persistent attacks, Favacho being a conscientious and untiring player, but such was the quality of the home defence that the Clarke was rarely called upon. The home team met with further success at this stage, A. Gosano netting from Suen Kam Shun's pass. Shanghai battled gamely to the end and were attacking when the final whistle blew.

Result: Hong Kong..... 3 Shanghai..... 0

OUTSTANDING PLAYERS. The game was of a most interesting nature, both teams playing football worthy of the occasion, while the most sporting spirit prevailed throughout.

For Hong Kong, Clarke fielded in his usual irreproachable manner and was accorded generous support by Wynne and Bishop. Wynne tackled and kicked in convincing style and was a brain-worker throughout. Bishop was in fine fettle using good judgment and clearing well. The half-back line was a most destructive trio, McKelvie putting in a great amount of work, while Everest and Lam Yuk Ying excelled in their respective positions. Caldwell did well in partnership with Suen Kam Shun. Gosano led the line extremely well although he missed two sitters. Suen Kam Shun and Fung King Chung with Gosano made a dangerous trio and the visitors defence had a gruelling time. Barkham showed fine speed and judgment on the wing putting over well-timed centres.

FOR SHANGHAI.

For Shanghai, David was the outstanding player, whose daring and clever saves kept the crowd keyed up with excitement. Wilson and Palmer tackled well but they were up against a tricky forward line. Gash was outstanding in the pivotal position and tried hard to get his forwards moving. Pote-Hunt was a clever player and played well to his skipper. Costa found Barkham too nippy for him and failed to keep up the pace.

Wright did not hold his line together. Almost every time that he got the ball he forgot the men on the right and left of him. In the closing minutes he tried out on the right wing but his shooting was wild. Favacho was outstanding in the forward line. He gave Clarke the most difficult shots to deal with and was a trifle unlucky with a couple of shots. Turner and Sinclair were good individually whilst Stokes had little to do on the left. The team work of Hong Kong carried them through and on the day's play Hong Kong deserve their win and the Shanghai skipper remarked at the close of the game, "The better team had won."

The K.O.S.B. played selections on the ground before the kick off and during the interval.

The crowd was a good one and the play was followed with interest throughout, applause being given generously to both teams.

HOLIDAY FOOTBALL AT CAROLINE HILL.

CHINESE TEAM BEAT THE HONG KONG POLICE.

The Chinese fielded practically a reserve team against the Police at Caroline Hill in a friendly game on Sunday and won by two goals to one. Mr. Herbert, Shanghai F.A., had charge of the game. Duffy of the Shanghai team turned out to turn in goal for the Police in place of Clarke. The play was scrappy throughout. Chi Kwok Lum opened the score after Han had saved from Ip Pak Wah. Li Tin Sang handled near the penalty line and the free kick was cleared by the goalkeeper. Later, Fraser equalised. Half-time: Chinese 1, Police 1.

The teams went out for the lead on resuming, the Chinese goal having many escapes. Swan kept a good goal for the Police and Duffy and Hudson were outstanding in the middle line, while Muir played a sound game at back. Just before the final whistle sounded, Ip Pak Wah took a pass from Choi Ping Fan and gave Swan no chance with a shot from close range. Result: Chinese 2, Police 1.

LEAGUE TABLES TO DATE.

Division I.						
	P.	W.	D.	L.	F.	A.
Queen's Regt.	14	9	2	3	39	12
South China	13	9	2	2	22	13
H.K. Police	14	8	3	3	23	15
China Ath.	12	7	4	1	19	17
K.O.S.B.	12	5	2	5	30	17
R.A.F.	12	5	0	6	30	24
Royal Navy	13	5	1	7	24	21
Club de Rec.	13	4	3	6	24	21
Kowloon F.C.	13	3	5	5	11	17
H.K.F.C.	12	4	0	8	13	33
Small Units	14	0	0	14	8	53

Division II.						
	P.	W.	D.	L.	F.	A.
K.O.S.B. Res.	13	11	1	1	64	13
B.N. Res.	13	11	1	1	58	13
Queen's Regt.	12	9	2	1	47	10
China Ath. Res.	11	8	1	2	27	10
St. Joseph's	16	6	2	8	24	14
S. China "B"	14	6	2	6	34	14
R.A.F.	15	5	2	8	31	12
K.F.C. Res.	13	3	5	5	13	31
Eastern F.C.	12	3	4	5	19	25
S. China "A"	15	1	7	7	16	30
Small Units	17	3	3	11	30	54
R.A. Res.	13	3	2	8	20	46
C. de Rec. Res.	14	3	2	9	15	41

JUNIOR LEAGUE.

Only two games in the Junior League were played. South China "B" Club de Rec. Reserves and Eastern F.C. failed to turn out. The game between Kowloon Reserves and China Athletic Reserves was played as a friendly.

The two League games resulted as under:— R.A.F. 5; R.A. Res. 0. St. Joseph's 2; Small Units Res. 1. Friendly games played on the Railway ground resulted as under:— H.M.S. Suffolk 5; Kowloon F.C. 0. Kowloon F.C. Res. 0; China Ath. Res. 0.

ST. JOSEPH'S v. SMALL UNITS.

St. Joseph's took up the attack from the kick off but several corners against the Small Units were cleared. The play was fairly even and just before half time next work by St. Joseph's ended in Souza sending the ball into the net. Small Units attacked strongly on resuming but their shooting was wild. From a breakaway by Leonard on the right, Costello headed a fine goal putting St. Joseph's two up.

Small Units attacked strongly and Brooks cleared the bar from a good position. Leonard sent across and Costello sent into Watson's hands. Twelve scored for the Small Units, the result being a win for St. Joseph's by two goals to one.

R.A.F. v. R.A.

The Air Force were completely masters of the situation in this second division League match at King's Park on Saturday and fully deserved their conclusive victory. Artillery were only able to field ten men and rarely showed promise of making a successful fight for the points. The only goal of the first half was registered by Jarvis, who proved a most effective forward. The Air Force did practically what they pleased after the change of ends and further points were registered by Buckland, Taylor, who put through his own goal, and Plunkett. Result: R.A.F. 5; R.A. 0.

KOWLOON v. ATHLETIC.

After a gruelling encounter Athletic managed to collect a point in a match against Kowloon on the latter's ground last Saturday. The trend of the play was distinctly in favour of the Athletic, and Kowloon may be considered fortunate in that the game resulted in a goalless draw. For practically the whole of the first half the ball remained in the region of the home goal, but through a succession of accidents, it was not netted.

At the commencement of the second half Chau Yan Kwai, of the Athletic, sent a splendid drive over the cross-bar by inches. Kowloon, apparently daunted by the frequent Athletic attacks, made a few desperate efforts to reach their opponents goal, which did not, however, materialise. Result: Kowloon 0; Athletic 0.

KOWLOON v. H.M.S. SUFFOLK.

These teams met in a friendly encounter on Saturday on the Railway ground, Kowloon, and victory went to the visitors by five clear goals.

The Suffolk team are a formidable proposition and proved their ability by piercing the Kowloon defence with ease. The opening stages saw the home team aggressive, but the forward line as a whole lacked cohesion and numerous chances went astray. The Suffolk team, on the other hand, worked together with precision, and a lively forward line, in which Peacock was the star turn, kept the home defenders on their toes throughout. Play throughout the first half was fast and interesting, both custodians being able to keep their charges intact.

Kowloon re-started well but poor work in front of goal was responsible for their failure to score. At the other end Stapleton placed a corner kick so accurately that Peacock was presented with a gift goal. Kowloon fell away badly in the later stages and the sailors dominated the play. Result: H.M.S. Suffolk 5; Kowloon 0.

HOCKEY.

Playing on the U.S.R.C. ground the Hong Kong Club 2nd XI. drew with the K.O.S.B. team with two goals each.

INTERPORT RUGBY MATCH.

HONG KONG'S GALLANT VICTORY.

On Saturday the annual Interport Rugby contest was played on the Club ground before an audience which made up in enthusiasm what it lacked in numbers. But there were an unusually large number of people present for a Rugby game. The ground was in excellent condition and on the whole was not so hard as it might have been. The teams took the field amid great applause and a ding-dong game ensued. It early became apparent that the two Hong Kong wing forwards, Smith and Massey, were doing great work in preventing Shanghai from starting their three off from the base of the scrum. Exchanges ruled slightly in favour of Hong Kong until Stanton had the misfortune to tear a ligament in his shoulder. He was taken off and Massey came out. The only score in the first half was a brilliant try by Wales after some excellent passing, when the ball had gone out towards the wing and then come back to the centre.

On resuming Stanton made a gallant effort to carry on with one arm strapped up, but he soon had to go again. Thereafter the game was a grim struggle, with Hong Kong's seven forwards working grimly. The Shanghai attack seemed to lack finish and their tackling in the centre was often at fault. But Shanghai was pressing them hard at times. Then Koop got away on the left and parted with the ball just before he was pushed into touch, near the corner flag. Plummer picked up and Hong Kong were 8 points up. Then the Shanghai forwards came away and their efforts were rewarded with a try which should have been, but was not converted.

Once more Hong Kong went to it and Plummer scored and averting through in a manner reminiscent of Poulton went through the whole Shanghai team. This try, though not converted, seemed to spur on the home side to further efforts and a fourth try was added after some nice passing, the ball being touched down away out on the right. Some hold that there was a forward pass. I was not in a position to see, but Ewins as a referee is so sound that I don't believe it.

Shanghai now came back and McNeill sprinted round the wing with a beauty. With the score at 12-8 against them the visitors went all out. Twice they had the Hong Kong line at their mercy with two three-quarters to spare, but the passes in the centre went astray. But the home supporters all breathed a sigh of relief when time was called.

Both sides played very stoutly if not entirely scientific football. I think the home side won as they had a shade the better of the argument in the centre, outside the scrum. Bonnar, Wales and Plummer played brilliantly and turned the scale but they could not have done so but for the gallant work of (Continued on next column).

CLAUDE FALKNER AT SHANGHAI.

SOME GOOD BREAKS.

Claude Falkner continues to show fine form on his tour, and his play at Shanghai has been a revelation. Breaks made are as follows:—Thirty Club, 268, 176, 158, 109; French Club, 191, 138, 129; Maccabean Club, 513, 154, 137; American Club, 292, 150, 148; Y.M.C.A., 238, 186, 170.

the pack. It is difficult to do justice to Shanghai as one does not know the men individually—but they were an excellent team.

Both sides seemed to find a good deal of difficulty in controlling the new and light ball. McNeill was, I think, the best wing on the field. Massey for the home side did excellent work when taken out of the scrum to an unfamiliar place.

Team:— Hong Kong:—Grieve; Scott, Stanton, Plummer, Koop; Wales, Bonnar; Milne, Day, Akhurst, Lickie, West, Riddell, Massey, Moodie and Lithgow Smith. Shanghai:—Dunkley; McNeill, Hubbard, Richard, Brown; Newcomb, Neill, Murray, Stewart, Pawley, Dewar, Mackintyre, Kane, Watson and Silby.

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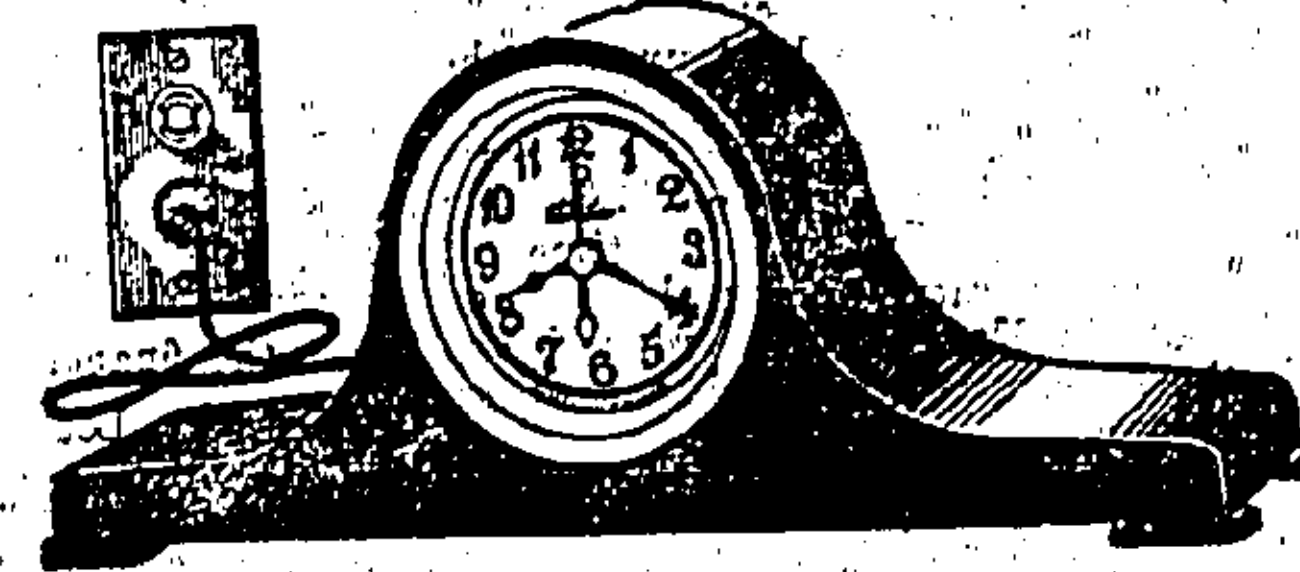
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Pres. Wilson, Sun., Apr. 21, 8 a.m.
Pres. Van Buren, Sun., May 5, 8 a.m.

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LOCAL JOURNALIST "MISSING."

LURED INTO THE WILDS.

MYSTERY OF Y.M.C.A. RAMBLER.

Some anxiety was felt in the Daily Press office up to a late hour last evening owing to the strange disappearance of "Rambler," our tame humourist. It appears that he was enticed into taking part in a Y.M.C.A. "ramble" at Kowloon. Leaving by the 9-15 train for Fanling, the party, numbering about 20, proposed to tramp across the hills to the Dragon's Pool. "Rambler" was expected to report to the editor with a written account of the jaunt but, up to a late hour, had not put in an appearance. "Rambler," who is 30 years of age, was a member of the London Press Club, and prior to joining the staff of the Daily Press was a contributor of humorous articles to the "London Star."

Arrangements have been made for search parties to leave Kowloon at 9 o'clock this morning if he fails to return.

STOP PRESS.

"RAMBLER" FOUND.

Leaving the office shortly after midnight, the Editor of the Daily Press stumbled over the recumbent figure of a man lying at the foot of the stairs. An electric torch revealed the lost scribe and his *ultra-ego*. "Jay" exhausted, weary and sound asleep (He had not been celebrating New Year!) and with his shoes dangling around his neck his precious manuscript clutched in his hand. It will appear in full in to-morrow's issue of the Daily Press.

SATURDAY'S BOXING TOURNAMENT.

DAVIES ANNEXES LIGHT-WEIGHT CHAMPIONSHIP.

SIX INTERESTING BOUTS.

Saturday's boxing tournament, under the auspices of the Hong Kong Boxing Association, at the Theatre Royal, was very well attended, and all the contestants gave a very good account of themselves. A.B. Davies, of H.M.S. Hermes, and Ldg. Seaman Hall, of H.M.S. Titania, were the chief drawing cards. They featured in the main event, which was a 15 round contest for the Lightweight Championship of the Colony and also the Murdoch Belt. Davies won after a cutting good fight.

The other fighters, although lacking science, proved themselves lads who knew how to take any amount of punishment. After the main bout, Fraser and A.B. Hall were the thrill providers. These two men went the full distance of a 10-round contest in the welterweight class, and although Fraser had once been the champion in this weight, he was easily outclassed by the more pugnacious Hall.

RESULTS AT A GLANCE.

Sto. Walters (134 lbs.), H.M.S. Hermes, knocked out A.B. Adams (126 lbs.), H.M.S. Bruce, in the second round of a six-round bout.
A.B. Friend (136 lbs.), H.M.S. Titania, won on points in a six-round contest against Sto. Odell (129 lbs.), H.M.S. Hermes.
A.B. Trimming (143 lbs.), H.M.S. Hermes, technically knocked out A.B. de Bell (132 lbs.), H.M.S. Bruce, in the third round of a six-round bout.
A.B. Hall (143 lbs.), H.M.S. Hermes, won on point over Marine Fraser (147 lbs.), H.M.S. Tamar, in a ten-round contest.
A.B. Davies (135 lbs.), H.M.S. Hermes, won the Lightweight Championship and the Murdoch Belt from Ldg. Seaman Hall (135 lbs.), H.M.S. Titania, in a fifteen round contest.
A.B. Milbourn (123 lbs.), H.M.S. Kent, knocked out E.R. Sills (117 lbs.), H.M.S. Hermes, in the first round of a six-round fight.

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NORDEUTSCHER LLOYD, BREMEN.

THE Steamship "DERFFLINGER"

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.

All Goods remaining undelivered after the 15th of February, 1929, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ainslie at 10 a.m. on the 16th of February, 1929.

No Claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after the 15th of February, 1929, will be subject to Rent. Bills of Lading will be countersigned by MELOCHERS & CO., Agents.
NORDEUTSCHER LLOYD, BREMEN.
Hong Kong, 10th Feb., 1929. [7385]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Feb. 11th.	Previous Day		Date On Day	
	at 2 p.m.	6 a.m.	at 2 p.m.	6 a.m.
Barometer...	30.10	30.06	30.09	30.07
Temperature...	28	25	28	25
Humidity...	67	78	63	73
Wind—				
Direction...	E	E	E	E
Force...	4	2	3	3
Weather...	0	0	0	0
Rain...	0.0	0.0	0.0	0.0

Highest open-air Temperature, 10th: 54

Lowest open-air Temperature, 11th: 49

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From February 12th to 18th, 1929.

Day of Week	Date	HIGH WATER		LOW WATER	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Tue	12	h. m.	h. m.	h. m.	h. m.
		11 47	5.5	5 35	0.7
Wed	13	0 14	7.2	4 44	0.7
		11 52	6.7	5 25	0.8
Thu	14	—	—	6 42	1.7
		0 48	5.0	6 17	1.8
Fri	15	0 48	5.8	7 17	2.8
		1 24	5.3	7 24	1.7
Sat	16	1 54	5.1	7 53	1.7
		2 10	4.6	8 0	2.6
Sun	17	3 24	4.4	8 31	2.9
		3 11	3.8	11 2	2.3
Mon	18	5 36	4.0	14 36	3.6
		4 30	3.3	—	—

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel

"PATROCLOS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Turns and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 9th February.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 15th February, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 4th March, or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
5th February, 1929. [7383]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, DUNKIRK, ANTWERP, LONDON, STRAITS & PHILIPPINES.

The Steamship "BENLEDI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained. All Goods will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 15th instant, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 28th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 5th Feb., 1929. [7382]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, DUNKIRK, LONDON AND STRAITS.

The Steamship "BENLAWEES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, Delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 14th instant, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 28th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 7th Feb., 1929. [7376]

NORDEUTSCHER LLOYD, BREMEN.

THE Steamship "BREMERHAVEN" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.

Consignees are further notified that Steamer "BREMERHAVEN" has taken at Bremen through Cargo for Hong Kong ex S.S. "STRAND" (S.S. "H. A. NOBLE" and S.S. "KING" from Scandinavian Ports). All Goods remaining undelivered after the 12th of February, 1929, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ainslie, at 10 a.m. on the 9th of February, 1929. No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised. Consignees are requested to surrender their Bills of Lading to the Underwriter for Counter-signature.

MELOCHERS & CO., Agents.
NORDEUTSCHER LLOYD, BREMEN.
Hong Kong, 6th Feb., 1929. [7383]

JAVA-CHINA-JAPAN LIJN.

QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE FROM HONG KONG TO JAVA
REGULAR FORTNIGHTLY SERVICE FROM HONG KONG TO MANILA

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON WEDNESDAY	FOR
TJITAROEM	DALNY, K'LUNG, & AMOT	18th Feb.	19th Feb.	MAKASSAR & SOERABAYA
TJISONDARI	S'HAU & AMOT	18th Feb.	20th Feb.	MAKASSAR & SOERABAYA
TJILEBOET	DALNY, K'LUNG, & AMOT	25th Feb.	27th Feb.	MAKASSAR & SOERABAYA
TJIKEMBANG	S'HAU & AMOT	25th Feb.	2nd Mar.	MAKASSAR & SOERABAYA
TJIKINTI	DALNY, K'LUNG, & AMOT	10th Mar.	13th Mar.	MAKASSAR & SOERABAYA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	BATAVIA	16th Feb.	18th Feb.	AMOT & SHANGHAI
TJIMANOEK	JAVA, MAKASSAR	20th Feb.	23rd Feb.	AMOT & N. CHINA
TJIKARANG	BATAVIA	27th Feb.	2nd Mar.	AMOT & SHANGHAI
TJISALAK	JAVA, MAKASSAR	6th Mar.	9th Mar.	AMOT & N. CHINA

TO MANILA.

STEAMERS	FROM HONG KONG	FROM MANILA
TJITAROEM	13th February, 4 p.m.	16th February
TJILEBOET	27th February, 4 p.m.	2nd March
TJIKINTI	13th March, 4 p.m.	16th March

EXCURSIONS TO JAVA

The regular service of the Java-China-Japan-Lijn steamers from Hong Kong to Java, and vice-versa, offers a splendid opportunity for excursions to Java (the Pearl of the East) and to other parts of the Dutch East Indies.

Famous for craters, and volcanoes, delightful scenery, invigorating mountain resorts, excellent sporting facilities. Travel in comfort on first class steamers, having excellent accommodation for passengers, a European Doctors and wireless telegraphy.

Hong Kong to Batavia (7 days)
saloon fare: \$175, return \$300.

Agents for ROYAL NETHERLANDS INDIES AIRLINES, LTD.

JAVA-CHINA-JAPAN LIJN.

York Building. Telephone C. 1574



Hamburg-Amerika Linie.

COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS. FARE FROM HONG KONG TO GENOA—£73.0s. 0d. OUTWARD.

Sailings from Europe for Shanghai & Northern Ports:—

M.V. "ERMLAND" ... due here on or about the 27th Feb.
M.V. "LEVREKUSEN" ... due here on or about the 3rd Mar.
M.V. "BURGENLAND" ... due here on or about the 16th Mar.
M.V. "RUHR" ... due here on or about the 2nd April
M.V. "VOGTLAND" ... due here on or about the 13th April

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

M.V. "HAVELLAND" ... sailing from here on or about the 23rd Feb.
S.S. "HAVENSTEIN" ... sailing from here on or about the 26th Mar.
M.V. "ERMLAND" ... sailing from here on or about the 26th Mar.
M.V. "LEVREKUSEN" ... sailing from here on or about the 3rd April
M.V. "BURGENLAND" ... sailing from here on or about the 16th April
M.V. "RUHR" ... sailing from here on or about the 30th April

* Calling also at Marseilles.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

12, Pedder Street

61]

Agents

Tel. C. 2225, Tel. C. 4784.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"TEAN"	On 14th Feb.	8 a.m.
SWATOW, SHANTUNG & TIENTSIN	"SOOCHOW"	On 17th Feb.	8 a.m.
HONGKONG, PAKHOI & HAIPHONG	"CHINKIANG"	On 17th Feb.	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 17th Feb.	Noon
SWATOW, SINGAPORE & BANGKOK	"KINGYUAN"	On 17th Feb.	Noon
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 17th Feb.	5 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUNNING"	On 19th Feb.	3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUMICHO"	On 21st Feb.	4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 24th Feb.	Noon
AMOI, SWATOW & SINGAPORE	"ANKING"	On 24th Feb.	3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 36.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DEPARTURE	ARRIVAL
CHANGTE	In Port	15th February
TAIPING	8th March	15th March
CHANGTE	9th April	16th April
TAIPING	7th May	14th May

For Freight and Passage Apply to— BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 36.

NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(MILLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.

"AUTOLYTUS"	13th February
"CITY OF GUILDFORD"	22nd March
"LAOMEDON"	5th April

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS
TC
BOSTON
AND
NEW YORK

M.V. "JAPANESE PRINCE"	21st February
M.V. "CHINESE PRINCE"	19th March

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furaprince King's Building.

FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
SPHINX ... 12th Feb.	COMPIEGNE ... 12th Feb.
G. METZINGER ... 26th Feb.	ANDRE LEBON ... 26th Feb.
COMPIEGNE ... 19th Mar.	PORTHOUS ... 12th Mar.
ANDRE LEBON ... 26th Mar.	CHERONCEAUX ... 26th Mar.
PORTHOUS ... 9th Apr.	ATHOS II ... 9th Apr.
CHERONCEAUX ... 23rd Apr.	D'ARTAGNAN ... 23rd Apr.
ATHOS II ... 7th May	SPHINX ... 7th May
D'ARTAGNAN ... 21st May	G. METZINGER ... 21st May

We can issue Through Tickets to Egypt, Syria, Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE
For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Cie des MESSAGERIES MARITIMES.
Telephone: Central 3165, and 740.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

February 8th.

Golden Tide, American str., 3,729 tons, Capt. W. R. Brust, from Amoy, with a general cargo, lying at Stonecutters—States S.S. Co.
Hin Sang, British str., 1,835 tons, Capt. T. Grant, from Sandakan, which port she left on Feb. 2nd, with a general cargo, lying at Yau-mah—Jardine, Matheson & Co.
Nishin Maru, Japanese str., 1,680 tons, Capt. M. Kameyama, from Amoy, which port she left on Feb. 2nd, with a general cargo, lying at buoy No. 321—Y. Sato & Co.

Pabclus, British str., 11,300 tons, Capt. T. Minett, from Singapore, which port she left on February 4th, with a general cargo, lying at Holt's Wharf—B. & S.
Tajima Maru, Japanese str., 4,273 tons, Capt. S. Kameyama, from Singapore, which port she left on February 2nd, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Tchekam, Chinese str., 745 tons, Capt. Lo Shing, from Fort Bayard, with a general cargo, lying at buoy No. C40—Po Cheong.

Yu Sang, British str., 1,192 tons, Capt. Thompson, from Wuhu, which port she left on February 3rd, lying at Stonecutters—Jardine, Matheson & Co.

February 9th.

City of Madras, British str., 3,048 tons, Capt. H. B. Provan, from Shanghai, which port she left on February 8th, with 22 tons of general cargo, lying at buoy No. A8—Bank Line.

Foehing, British str., 1,423 tons, Capt. W. A. Balck, from Canton, lying at buoy No. B7—Jardine, Matheson & Co.

Haiyang, British str., 1,333 tons, Capt. Erwin, from Swatow, with a general cargo, lying at Douglas Wharf—Douglas S.S. Co.

Huichow, British str., 1,222 tons, Capt. J. Beck, from Canton, lying at buoy No. C37—B. & S.

Hydrangea, British str., 581 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chiu On Wharf—Chiu On S.S. Co.

King Yuan, British str., 1,545 tons, Capt. D. H. Martin, from Bangkok, which port she left on January 31st, with 2,276 tons of general cargo, lying at buoy No. B11—B. & S.

Kuma Maru, Japanese str., 4,013 tons, Capt. Takoda, from Iloilo, which port she left on February 5th, lying at buoy No. A1—N.Y.K.

President Polk, American str., 6,304 tons, Capt. W. A. Ross, from Shanghai, which port she left on February 8th, with 799 tons of general cargo, lying at Kowloon Wharf—Dollar S.S. Line.

Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with 729 tons of general cargo, lying at buoy No. B12—B. & S.

Yuen Lee, Chinese str., 1,681 tons, Capt. A. Krangle, from Saigon, which port she left on February 4th, with 1,980 tons of rice and meal, lying at buoy No. B36—Yuen Sing Fat.

February 10th.

Derfflinger, German str., 9,161 tons, Capt. H. Hasbagen, from Manila, which port she left on February 8th, with general merchandise, lying at Kowloon Wharf—Meichers & Co.

Glenamoy, British motor ship, 10,180 tons, Capt. C. E. Homan, from Singapore, which port she left on February 4th, with 1,800 tons of general cargo for Hong Kong, lying at Kowloon Wharf—Jardine, Matheson & Co.

Huichow, British str., 1,220 tons, Capt. J. Maley, from Swatow, with 150 tons of general cargo, lying at buoy No. B34—B. & S.

Kanchow, British str., 1,222 tons, Capt. C. E. Fisher, from Canton, lying at Taikoo Dock—B. & S.

Talamba, British str., 9,017 tons, Capt. T. Minett, from Calcutta, which port she left on January 24th, with 2,223 tons of general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

Tamba Maru, Japanese str., 5,544 tons, Capt. K. Harada, from Shanghai, which port she left on February 7th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Teau, British str., 1,351 tons, Capt. C. Harris-Walker, from Hoihow, with 1,204 tons of general cargo, lying at buoy No. B47—B. & S.

Tjitaroom, Dutch str., 3,668 tons, Capt. H. de Jonge, from Amoy, with 4.5 tons of oranges, lying at buoy No. A2—J.C.F.L.

February 11th.

Alderamin, Dutch str., 4,893 tons, Capt. P. Junier, from Manila, which port she left on February 8th, with a general cargo, lying at buoy No. A10—J.C.F.L.

Chengtu, British str., 1,338 tons, Capt. J. D. Whyte, from Wuhu, which port she left on February 8th, lying at buoy No. C43—B. & S.

Danmark, Danish str., 8,391 tons, Capt. C. Kundsén, from Shanghai, which port she left on February 8th, lying at buoy No. A30—John Manners.

Dorry, German str., 878 tons, Capt. J. Jacobsen, from Haiphong, with a general cargo, lying at buoy No. C9—Chau Yee Teng.

Havenstein, German str., 4,564 tons, Capt. Y. Bahle, from Singapore, which port she left on February 4th, with 2,114 tons of general cargo, lying at buoy No. A24—Jensen & Co.

Hiram, Norwegian str., 1,109 tons, Capt. S. Elhosen, from Swatow, with rice and general cargo, amounting to 1,500 tons, lying at buoy No. C15—Thoresen & Co.

Hydra 2, Norwegian str., 823 tons, Capt. Jass Roed, from Manila, which port she left on February 9th, lying at Taikoo Dock—Thoresen & Co.

President Cleveland, American str., 8,393 tons, Capt. Geo. W. Yardley, from Manila, which port she left on February 8th, with 80 tons of general cargo for Hong Kong and 2,300 tons in transit, lying at Kowloon Wharf—Dollar S.S. Line.

Takliwa, British str., 3,742 tons, Capt. W. E. Grant, from Moji, which port she left on February 7th, with 1,118 tons of general cargo, lying at buoy No. A8—Mackinnon, Mackenzie & Co.

Wing Hong, British str., 2,876 tons, Capt. C. M. Oikens, from Camfa, which port she left on February 7th, with a cargo of coal, lying at buoy No. B50—Wing Foo & Co.

CLEARANCES.

February 8th.

Alderamin, for Takao, City of Madras, for Singapore.
Derfflinger, for Shanghai.
Emp. of France, for Shanghai.
Golden Tide, for Saigon.
Huichow, for Weihaiwei.
Kuma Maru, for Shanghai.
Meikai Maru, for Takao.
Norddeutscher Lloyd, for Saigon.
Pabclus, for Shanghai.
President Cleveland, for Shanghai.
President Polk, for Manila.
Sundviken, for Rangoon.
Sunning, for Canton.
Swale, for Singapore.
Tajima Maru, for Shanghai.
Tennessee, for Keelung.
Yuen Sang, for Singapore.
Yu Sang, for Canton.

VESSELS EXPECTED.

Panama and Oriental.

Khiva, Feb. 15th.
Kahgar, Feb. 15th.
Malwa, March 1st.
Macedonia, March 2nd.
Napores, March 3rd.
Khyber, March 7th.
Nalders, March 15th.
Padua, March 15th.
Karnala, March 21st.
Lahore, March 24th.
Mantua, March 25th.
Jeypore, April 11th.
Kashmir, April 11th.
Morea, April 25th.
Kalyan, May 6th.
Rajputana, May 23rd.

Prinze Line.

Japanese Prince, Feb. 21st.
Chinese Prince, March 18th.
Swedish East Asiatic Co., Ltd.
Nippon, March 7th.
Sumatra, March 15th.
Formosa, March 25th.

Wm. Wilhelmsen, Oslo, Norwegian Africa and Australia Line.

Taifun, Feb. 28th.
Teneriffa, March 28th.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 350 METRES.

1.48 p.m.—Weather report.
7.48 p.m.—Evening weather report.
8 p.m.—Evening programme (Victor records).
10.10 p.m.—News bulletin.
10.30 p.m.—Close down.

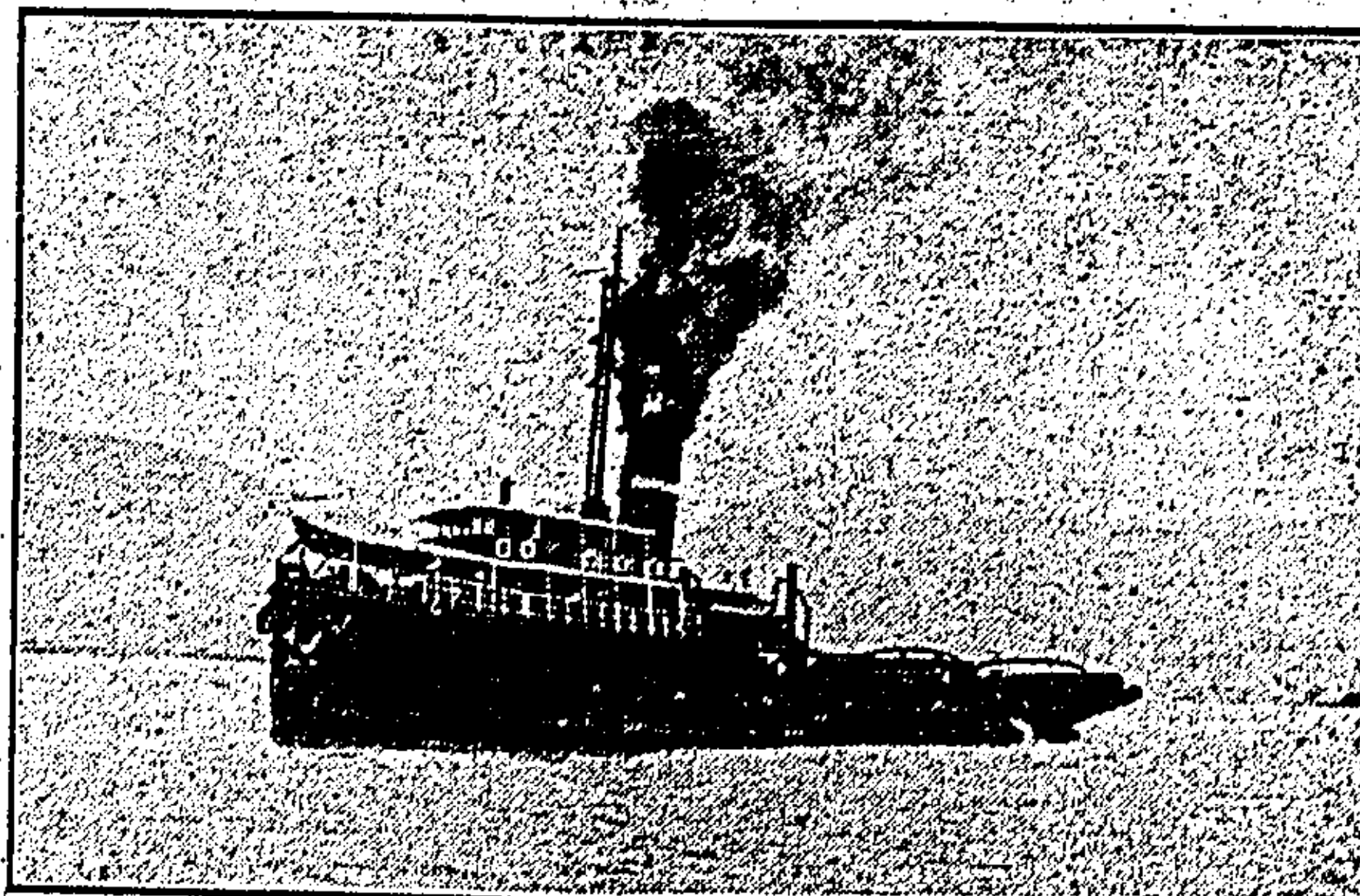
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works.

Please address enquiries to the Chief Manager.

B. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "HOPSANG" "YATSHING" "HANGSANG"	Sun., 17th Feb., at 7 a.m. Wed., 20th Feb., at 7 a.m. Sun., 24th Feb., at 7 a.m. Wed., 27th Feb., at 7 a.m.
OSAKA via MOJI & KOBE	"NAMSANG"	Satur., 16th Feb., at 9 a.m.
YOKOHAMA via SHAI MOJI & KOBE	"KUTSANG"	Sun., 24th Feb., at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG" "HOSANG"	Mon., 4th Mar., at 3 p.m. Thurs., 14th Feb., at 3 p.m.
SANDAKAN	"HINSANG" "MAUSANG"	Wed., 20th Feb., at Noon Satur., 23rd Mar., at 3 p.m.
CANTON	"HOPSANG"	Wed., 13th Feb., at 5 p.m.
TIENTSIN	"CHIPSING"	Fri., 15th Feb., at 4 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Steamship "GLENSHANE"	(via Oran) 12th Feb.
Steamship "CARDIGANSHIRE"	6th March
Motor Vessel "GLENHARRY"	8th April
Motor Vessel "GLENSHIEL"	1st May

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOIY"	(via Takao) 12th Feb.
Motor Vessel "GLENHARRY"	18th Feb.
Motor Vessel "GLENAPP"	4th March
Motor Vessel "GLENSHIEL"	18th March

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

9)



FAR EASTERN PASSENGER & FREIGHT SERVICE

FARE FROM HONG KONG TO GENOA:

Cabin class	... £73.	Intermediate class	... £48.
THROUGH BOOKINGS TO LONDON:			
Cabin class £80.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Alda"	... departure 20th Feb.
Freight S.S. "Lahn"	... departure 28th Feb.
Pass. S.S. "DERFFLINGER"	... departure 9th Mar.
Freight S.S. "Roland"	... departure 19th Mar.
Pass. S.S. "Herman"	... departure 31st Mar.
Pass. S.S. "SAARBUECKEN"	... departure 6th April
Freight S.S. "Giesse"	... departure 21st April

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

Freight S.S. "Goettingen"	... due here 28th Feb.
Pass. S.S. "SAARBUECKEN"	... due here 18th Mar.
Freight S.S. "Travn"	... due here 28th Mar.
Pass. S.S. "COBLENZ"	... due here 10th April
Freight S.S. "Pals"	... due here 25th April

HONG KONG—NEW GUINEA

DIRECT SIX WEEKLY SERVICE FROM HONG KONG TO

RAHAUL, KULON, KALILI, WITU
CARGO TO SAMABAI, KAWIENG & MADANG, LOMBONG & SALAMOA
WILL BE ACCEPTED ON THROUGH BILLING WITH TRANSITMENT AT RAHAUL.
NEXT SAILING: S.S. "BREMERHAVEN" ... departure about 20th Feb.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 6378. 3, Charter Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

SWATOW, AMOY & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAITANG	Thursday, the 15th Feb., at 1 p.m.
HAICHING	Tuesday, the 19th Feb., at 2 p.m.
HAISING	Friday, the 22nd Feb., at 8 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fuchow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.



—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

Follow the lead of experienced travellers and go the Canadian Pacific way.

CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPERESS OF FRANCE"
FEBRUARY 13TH, 1929.

WORLD'S GREATEST TRAVEL SYSTEM



THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$120, \$110, \$100, \$90, via SAN FRANCISCO.
\$840, \$830 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
REINYO MARU Wednesday, 20th Feb.
BIBERIA MARU Wednesday, 20th Feb.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

SUWA MARU Saturday, 23rd Feb.
FUSHIMI MARU Saturday, 23rd Feb.
HAKOZAKI MARU Saturday, 23rd Feb.
SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARU Wednesday, 20th Feb.
TANGO MARU Wednesday, 20th Feb.
BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU Tuesday, 19th Feb.
SEIYO MARU Sunday, 24th Feb.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
BUKUYO MARU Saturday, 9th Mar.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.
KAWACHI MARU Monday, 4th Mar.

NEW YORK via PANAMA.
CALCUTTA MARU Tuesday, 19th Feb.
LIVERPOOL via Port Said, Genoa & Marseilles.
DELAGOA MARU Wednesday, 20th Feb.

CALCUTTA via Singapore, Penang & Rangoon.
NAGANO MARU Friday, 15th Feb.
SHANGHAI, KOBE & YOKOHAMA.
SADO MARU (direct Nagasaki) Friday, 15th Feb.
KANAGAWA MARU (Moji direct) Saturday, 16th Feb.
HAKUSAN MARU Monday, 18th Feb.
NAGAO MARU Sunday, 24th Feb.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information, apply to—
NIPPON YUSEN KAISHA
Telephone: Central No. 292 (Private exchange to all Dept.).

Shipping News

Daily Statement, Waterfront News.
Vessels Expected, etc.

FREIGHT RETURNS.

FIGURES FOR LAST THREE DAYS.

The general cargo returns during the last three days showed imports well up to average and exceptionally heavy through freights. A total of 38,000 tons were discharged for Hong Kong, while 104,514 tons were carried through. British vessels contributed a fair amount to the returns.

Saturday's Statement.

Twenty-two arrivals and twenty departures were shown for the 24 hours ending Saturday 9 a.m., six arrivals discharged 9,461 tons, of which four British ships contributed 4,715 tons. The two best returns were from the s.s. Mekei Maru with 4,400 tons of coal from Macao and Milke, and the s.s. Hin Sang (British) from Sandakan with 3,992 tons. Cargo for through ports amounted to 39,729 tons, of which 11,853 tons were from four British ships. The two heaviest carriers were the s.s. Glenne (British) with 7,000 tons from Antwerp, and the s.s. Hakone Maru (Japanese) from Yokohama and Shanghai with 5,980 tons of general merchandise.

Sunday.

In Sunday's freight returns there were eight arrivals and twenty-three departures, of which five arrivals and seven departures were British. Six vessels discharged 6,680 tons of cargo for Hong Kong, of which four British ships contributed 5,132 tons. The two best returns were from the s.s. Kingyuen (British) from Singapore with 2,276 tons, and the s.s. Patroclus (British) from Liverpool with 2,008 tons. Cargo for through ports amounted to 19,069 tons. British ships contributed 11,499 tons. The best carriers were the s.s. Patroclus from Liverpool (5,660 tons) and the s.s. Talamba from Calcutta.

Yesterday's Returns.

Yesterday's freight returns showed fifteen arrivals and only one departure, the s.s. Hozan Maru for Swatow. Ten vessels discharged 10,031 tons. The two best returns were from the s.s. Havenstein (German) from Hamburg with 2,114 tons, and the s.s. Hiram (Norwegian) from Bangkok with 1,900 tons for ports beyond. Eleven vessels carried a very heavy total of 40,078 tons. The two best carriers were the s.s. Aldermin (Dutch) from Antwerp with 9,000 tons, and the s.s. Havenstein (German) from Europe with 8,950 tons of general cargo.

The Week's Freight Returns.

The total amount of cargo discharged at Hong Kong during last week (from 9 a.m. on Monday till Sunday 9 a.m.) amounted to 77,064 tons. This shows a decrease of about 25,000 tons against the previous week's total. Through freight, on the other hand, showed an increase of over 25,000 tons. The total amount carried through was 155,142 tons.

Arrivals and Departures.

The arrivals and departures during the three days—Saturday, Sunday and yesterday—were as follows:

	Arr.	Dep.
British	17	16
French	1	2
Norwegian	4	6
Japanese	8	8
Chinese	5	4
German	0	2
Swedish	0	1
Danish	1	0
Dutch	3	1
American	4	3
Total	45	43

VESSELS EXPECTED.

Australian-Oriental Line.
Taiping, March 8th.
Changte, April 9th.

Bank Line.

City of Khartoum, Feb. 24th.
City of Guildford, March 2nd.
Rosier, March 2nd.
City of Delhi, March 17th.
City of Khioe, March 25th.

Ben Line.

Revenue, to-day.

Blue Funnel Line.

Autolycus, to-morrow.
Demodocus, Feb. 18th.
Sarpedon, Feb. 18th.
Bellerophon, Feb. 20th.
Euryades, Feb. 20th.
Troilus, Feb. 24th.
Tyndareus, Feb. 24th.
Menelaus, March 3rd.
Achilles, March 3rd.
Agamemnon, March 5th.
Antenor, March 7th.
Meriones, March 14th.
Protesilaus, March 18th.
Keeman, March 20th.
Patroclus, March 20th.
Ajax, March 27th.
Oana, March 28th.
Diomed, March 31st.
Pyrrhus, April 2nd.
Hector, April 4th.
Laomedon, April 5th.
Talthybius, April 9th.
Asphalion, April 14th.
Eurypylus, April 20th.
Neleus, April 22nd.
Palau, April 24th.
Perseus, April 25th.
Dardanus, April 30th.
Aeneas, May 6th.
Rhoenor, May 8th.
Eumaeus, May 28th.

British-India and Apar Line.

Talpa, Feb. 17th.

Takada, Feb. 23rd.

Canadian Pacific Line.

Empress of Australia, to-morrow.
Empress of Russia, Feb. 21st.

Dodwell & Co.

Piave, Feb. 18th.
Vimoline, Feb. 25th.

Dollar S.S. Line.

President Pierce, Feb. 15th.
East Asiatic Co., Copenhagen (John
Mannars & Co., Agents).

Australian, Feb. 18th.

Chile, Feb. 23rd.

Java, March 15th.

Eastern and Australian Lines.

St. Albans, March 4th.
Arifura, April 5th.

Glenn Line.

Glengarry, Feb. 18th.
Glennap, March 4th.

Cardiganshire, March 6th.
Glenshiel, March 18th.

Hamburg-Amerika Linie.

Havelland, Feb. 23rd.
Ermland, Feb. 27th.

Leverkusen, March 3rd.
Burgeland, March 18th.

Ruhr, April 2nd.
Vogelnd, April 13th.

Java-China-Japan Line.

Tjikembang, Feb. 18th.
Tjondard, Feb. 18th.

Tjimonok, Feb. 20th.
Tjiboeck, Feb. 25th.

Tjiharang, Feb. 27th.
Tjialak, March 6th.

Tjikini, March 10th.

Messageries Maritimes.

Sphinx, to-day.
Andre Lebon, Feb. 26th.

General Metzinger, Feb. 26th.
Perthos, March 12th.

Chenonceaux, March 26th.
Athos II, April 9th.

D'Artagnan, April 23rd.

DAILY WATERFRONT NEWS.

PASSENGER TRAFFIC.

The passenger traffic returns for the month of January 1929 are now to hand and are as follows:

Ocean Going	49,440	31,296
River Steamers	85,873	94,833
Junks and Launches	2,268	3,083
	138,581	149,209

It will be noticed that in all three sections the departures exceed the arrivals. This reflects the Chinese New Year season when a great many local Chinese leave the Colony to visit their native towns and villages.

S.S. Kiochow Arrives.

The small West River steamer s.s. Kiochow, which has been aground on the second bar below Wuchow for several days arrived here and was taken in hand at the Sham-shuipo docks for general survey and refit.

Arrivals for Docking.

The Butterfield & Swire vessel Kanchow arrived here from Canton in ballast and went to the Taikeo Dockyards for her annual overhaul. The s.s. Hydla (Norwegian) also arrived from Manila in ballast and was taken to the Taikeo docks. The s.s. Sun Sai Kai (Chinese) from Wuchow was docked at Sham-shuipo.

Rough Weather.

The master of the s.s. Malacca Maru (Japanese) arriving here from Yokohama and Moji reports having encountered very heavy seas and a gale. The vessel shipped a great deal of water.

Deaths At Sea.

The s.s. Svalde (Norwegian) arriving from Singapore and Hoibow reports that three deaths occurred during the voyage. The bodies were buried at sea. The s.s. Talamba (British) from Calcutta and Singapore also reports a death from heart failure.

Taikoo's Tug Returns.

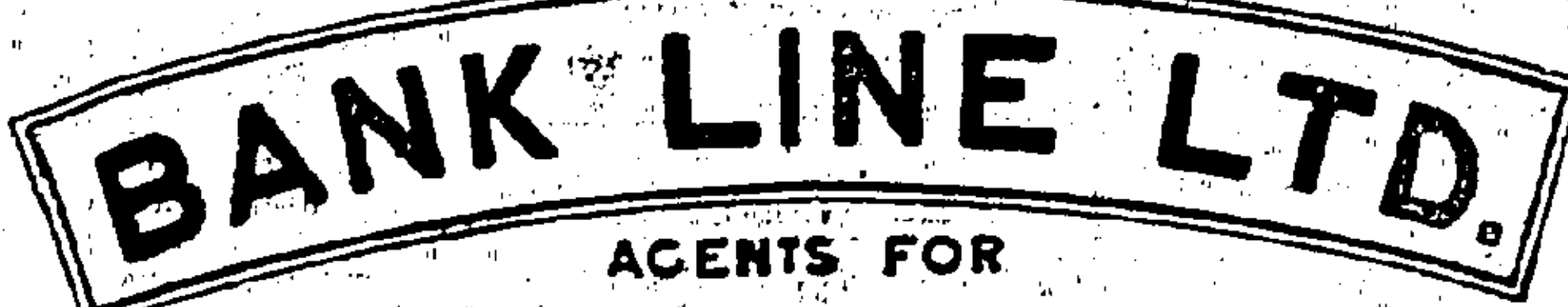
The Taikeo Dockyard Company's tug Taikoo returned to Hong Kong at noon on Saturday from Moji Point. The tugboat was despatched to the assistance of the Japanese steamer Ashihara Maru which was reported aground in the Hainan Straits.

Asiatic Deck Passengers.

Twenty vessels brought 1,371 Asiatic deck passengers to the Colony during the three days, Saturday, Sunday and Monday 9 a.m.

Nippon Yusen Kaisha.

Nagano Maru, Feb. 14th.
Sado Maru, Feb. 14th.
Hakusan Maru, Feb. 17th.
Calcutta Maru, Feb. 18th.
Kanagawa Maru, Feb. 18th.
Nagato Maru, Feb. 18th.
Shinyo Maru, Feb. 18th.
Kaga Maru, Feb. 18th.
Delagoa Maru, Feb. 20th.
Suwa Maru, Feb. 22nd.
Bokyo Maru, Feb. 23rd.
Seiyo Maru, Feb. 23rd.
Rangoon Maru, Feb. 25th.
Lima Maru, Feb. 27th.
Genoa Maru, Feb. 27th.
Awa Maru, March 2nd.
Haruna Maru, March 3rd.
Norddeutscher Lloyd, Bremen.
Aida, Feb. 20th.
Goettingen, Feb. 28th.
Saarbrücken, March 13th.
Trave, March 23th.
Coblenz, April 10th.
Pfalz, April 25th.



AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF PEKIN" London, Rotterdam, Amsterdam & Hamburg ... 9th March
"CITY OF KARTOUM" London, Rotterdam, Amsterdam & Hamburg ... 9th April
"CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg ... 9th May

NEW YORK, BOSTON & BALTIMORE

"CITY OF GUILDFORD" via Suez Canal 22nd March

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE

"MYRTLEBANK" via Suez Canal 16th February
"ELMBANK" via Suez Canal 25th February
"NAIRNBANK" via Suez Canal 2nd April

MAURITIUS & SOUTH AFRICA

"TINHOW" 15th April

Loading for Mauritius, Bonaire, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bill of Lading issued to Beira, Quilimane, Ibo, Port Anzilia, Mozambique, Chibola, Inhassane, Zanzibar, Mombasa, Kilindi, Fort Mollat, Mwanza Bay, Walvis Bay and Madagascara.

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Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BULMA, OCEAN, INDIA, PERSIAN GULF
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,036	18th Feb. Noon	Marseilles, London and Hull.
"MAORONIA"	11,120	2nd Mar.	Marseilles and London.
"KHIVA"	9,135	15th Mar.	Marseilles, London and Hull.
"PADUA"	5,907	15th Mar.	Mars, Lion, Hull, A.werp, B'dm Hamburg (a Hamburg)
"KHYBER"	9,114	23rd Mar.	Marseilles, London and Hull.
"MALWA"	10,960	30th Mar.	Marseilles and London.
"MIRZAPUR"	5,715	1st Apr.	Straits, Colombo and Bombay.
"NALLERA"	18,088	13th Apr.	B'bay, Mars., & London.
"KALMA"	9,128	20th Apr.	Marseilles and London.
"MANTUA"	10,944	27th Apr.	Bombay, Marseilles and London.
"NAGPURA"	5,823	4th May	Mars, Lion, A.werp, B'dm, H'burg
"KASHMIR"	5,889	11th May	Marseilles, London and Hull.
"MOBEA"	10,983	18th May	Bombay, Marseilles and London.
"LAHORE"	5,252	1st June	Mars, Lion, A.werp, B'dm, H'burg
"KALYA"	9,144	8th June	Marseilles and London.
"JEYPORE"	5,313	15th June	Mars, Lion, A.werp, B'dm, H'burg
"RAJPUTANA"	15,568	22nd June	Bombay, Marseilles & L'don.
"KASHGAR"	9,036	8th July	Marseilles and London.
"KASHMIR"	15,601	15th July	Bombay, Marseilles and London.
"KHYBER"	9,114	3rd Aug.	Marseilles and London.
"MALWA"	10,960	17th Aug.	Bombay, Marseilles and London.
"KALMA"	9,128	31st Aug.	Marseilles and London.
"MOBEA"	10,983	14th Sept.	Bombay, Marseilles and London.
"MANTUA"	10,944	21st Sept.	Bombay, Marseilles and London.
"KASHMIR"	5,889	12th Oct.	Marseilles and London.
"KALYA"	9,144	20th Oct.	Marseilles and London.

* Cargo only.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKLWA"	7,336	14th Feb. 1.30	Singapore, Penang & Calcutta
"TAKADA"	6,546	25th Feb. (a.m.)	do.
"TALAMBA"	8,018	10th Mar.	do.
"TALMA"	10,000	18th Mar.	do.
"SANTHA"	7,754	11th Apr.	do.
"TILAWA"	10,006	20th Apr.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	6,858	1st Mar.	Manila, Sandakan, Tharabau, Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	8th Mar.	do.
"ARAFURA"	6,000	2nd Mar.	do.
"TANDA"	6,858	31st Mar.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Ulio, Cebu, Kolambagan, Tawee, Timor, Durbin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"TALAMBA"	8,018	13th Feb.	Amoy, Moji, Kobe, Yokohama & Osaka
"KHIVA"	9,135	15th Feb.	S'hai, Moji, Kobe & Yokohama
"TALMA"	10,000	23rd Feb.	Amoy, S'hai, Moji, Kobe & Osaka
"MIRZAPUR"	5,715	24th Feb.	Shanghai, Moji & Kobe
"MALWA"	10,960	1st Mar.	S'hai, Moji, Kobe & Yokohama
"NAGPURA"	5,283	4th Mar.	S'hai, Moji, Kobe & Yokohama
"ST. ALBANS"	4,500	5th Mar.	Moji, Kobe, Osaka & Yokohama
"GAMBADA"	5,307	6th Mar.	S'hai, Moji, Kobe & Yokohama
"KASHMIR"	9,114	8th Mar.	Shanghai
"NALLERA"	18,088	15th Mar.	Shanghai, Kobe & Yokohama
"SANTHA"	7,754	15th Mar.	Amoy, Moji, Kobe, Yokohama & Osaka
"KALMA"	9,128	22nd Mar.	S'hai, Moji, Kobe & Yokohama
"LAHORE"	5,252	28th Mar.	S'hai, Moji, Kobe & Yokohama
"TILAWA"	10,006	28th Mar.	Amoy, S'hai, Moji, Kobe & Osaka
"MANTUA"	10,944	29th Mar.	S'hai, Moji, Kobe & Yokohama
"ARAFURA"	6,000	9th Apr.	Moji, Kobe, Osaka & Yokohama
"JEYPORE"	5,313	11th Apr.	S'hai, Moji, Kobe & Yokohama
"KASHMIR"	9,114	12th Apr.	S'hai, Moji, Kobe & Yokohama
"MOBEA"	10,983	18th Apr.	Moji, Kobe, Osaka & Yokohama
"TANDA"	6,858	7th May	S'hai, Moji, Kobe & Yokohama
"KALYA"	9,144	10th May	Shanghai, Kobe & Yokohama
"RAJPUTANA"	15,568	24th May	S'hai, Moji, Kobe & Yokohama
"KASHGAR"	9,036	7th June	S'hai, Moji, Kobe & Yokohama
"RANPURA"	15,601	21st June	S'hai, Moji, Kobe & Yokohama
"KHYBER"	9,114	19th July	S'hai, Moji, Kobe &

